2050 PATH FORWARD

Leading the Way for Transportation Innovation

Final Report

NORTH FLORIDA TPO

November | 2024

2050 PATH FORWARD

Leading the Way for Transportation Innovation

2050 North Florida TPO

Long Range Transportation Plan Update

Final Report

Prepared for: NORTH FLORIDA TPO

Prepared by: AtkinsRéalis

This report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. The TPO does not discriminate in any of its programs or services. Public participation is solicited by the TPO without regard to race, color, national origin, sex, age, disability, family or religious status. Learn more about our commitment to nondiscrimination and diversity by contacting our Title VI/Nondiscrimination Coordinator, Marci Larson at (904) 306-7513 or mlarson@northfloridatpo.com.

Table of Contents

1.0 Introduction 12
2.0 Regional Overview 17
3.0 System Performance 25
4.0 Safety and Security 37
5.0 Goals and Objectives 39
6.0 Public Outreach 54
7.0 2050 Multimodal Needs Assessment 59
8.0 Resiliency 66
9.0 Environmental and Equity Considerations 79
10.0 Financial Plan 86
11.0 Cost Feasible Transportation Projects 92
12.0 Long Range Transportation Plan Checklist 96
13.0 Conclusion 97

Appendices

Appendix A: 2050 Needs Plan Projects
Appendix B: Planning Level Costs Per Mile
Appendix C: Cost Feasible Plan Tables and Maps
Appendix D: FHWA/FDOT LRTP Checklist

List of Figures

Figure 2-1 North Florida TPO Study Area 17
Figure 2-2 Region Total Population Estimate, 2024 18
Figure 2-3 Total Population Estimate, 2022 by County (BEBR) 18
Figure 2-4 Total Population Estimate, 2024 by County (BEBR) 19
Figure 8-1 Coastal Flooding Risk 69
Figure 8-2 Riverine Flooding Risk 70
Figure 8-3 100-Year Floodplain 71
Figure 8-4 Storm Surge Zones 73
Figure 8-5 Sea Level Rise, 2-Foot Scenario 76
Figure 8-6 Vulnerable Projects by County 77

Mayport Ferry, Photo Source: Project Team

List of Tables

Table 1-1 2050 Cost Feasible Plan 4
Table 3-1 Statewide Highway Safety (PM1) Conditions and Performance 26
Table 3-2 North Florida TPO Highway Safety (PM1) Conditions and Performance 26
Table 3-3 Statewide Pavement Condition (PM2) Performance and Targets 28
Table 3-4 Statewide Bridge Condition (PM2) Performance and Targets 28
Table 3-5 North Florida TPO Pavement Condition (PM2) Performance and Targets 29
Table 3-6 North Florida TPO Bridge Condition (PM2) Performance and Targets 29
Table 3-7 Statewide System Performance and Freight Reliability (PM3) Performance and Targets 30
Table 3-8 North Florida TPO System Performance and Freight Reliability (PM3) Performance and Targets 31
Table 3-9 FTA TAM Performance Measures 32
Table 3-10 FTA TAM Targets for JTA 33
Table 3-11 Transit Asset Management Targets for St. Johns County Sunshine Bus 34
Table 3-12 FDOT Group Plan Transit Asset Management Targets for Tier II Providers 35
Table 3-13 JTA State of Good Repair (SGR) Performance by Asset Class – FY2023 36
Table 3-14 St. Johns County/Sunshine Bus State of Good Repair Performance by Asset Class – FY2022 37
Table 5-1 State, Local, and Regional Plans Goals 40
Table 7-1 Total Population Forecasts 65
Table 8-1 North Florida Sea Level Rise Projections through 2100 75
Table 8-2 Resiliency Solutions 78
Table 10-1 North Florida TPO Revenue Forecast Summary (Millions of $) non-SIS 87
Table 10-2 Year of Expenditure Inflation Factors 91
Table 11-1 2050 LRTP Funding Summary 92

PLAN. FUND. MOBILIZE.

NORTH FLORIDA TPO

RESOLUTION 2024-6
ADOPTION OF THE NORTH FLORIDA TPO
2050 LONG RANGE TRANSPORTATION PLAN

WHEREAS, the North Florida Transportation Planning Organization is the designated and constituted body responsible for the urban transportation planning and programming process for the Jacksonville, Fernandina/Yulee and St. Augustine Urbanized Areas; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 1602, 1603, and 1604 require that urban areas, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urban area; and

WHEREAS, a primary responsibility of the North Florida TPO, is the development and adoption of a Long Range Transportation Plan for the Jacksonville, Fernandina/Yulee and St. Augustine Urbanized Areas, which shall supersede all previous long range transportation plans, that shall be multimodal in scope and shall consider the transportation improvement needs of the area as well as identifying what is financially feasible to accomplish; and

WHEREAS, the 2050 Long Range Transportation Plan identifies roadway, transit, technology, bicycle and pedestrian facility improvements which are further described in detail in Technical Series documents, each of which is incorporated as part of this plan; and

WHEREAS, the 2050 Long Range Transportation Plan consists of a Cost Feasible Plan element and an Unfunded Needs Plan element; and

WHEREAS, the Cost Feasible Plan identifies transportation projects that we expect to be able to fund, within an acceptable margin of estimation for both costs and revenues, by the year 2050 within North Florida; and

WHEREAS, both the proposed funded and unfunded transportation projects within the 2050 Long Range Transportation Plan have been presented for public review and comment in a public meeting, and the comments received from the public review process have been reported to and considered by the North Florida TPO Board; and

NOW, THEREFORE, BE IT RESOLVED that the North Florida Transportation Planning Organization adopts this 2050 Long Range Transportation Plan for the Jacksonville, Fernandina/Yulee and St. Augustine Urbanized Areas, superseding and replacing all previously adopted plans.

Adopted by the North Florida Transportation Planning Organization in regular meeting assembled in the City of Jacksonville the 6th day of November 2024.

ATTEST:

The Honorable Christian Whitehurst, Chairman

Jeff Sheffield, Executive Director

Acronyms

BRT	Bus Rapid Transit
CAC	Citizen's Advisory Committee
CIP	Capital Improvement Program
CMP	Congestion Management Plan
DEP	Department of Environmental Protection
E+C	Existing Plus Committed
EPA	Environmental Protection Agency
ETDM	Efficient Transportation Decision Making
FCE	First Coast Expressway
FDOT	Florida Department of Transportation
FEC	Florida East Coast
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FWC	Florida Fish and Wildlife Conservation Commission
GOP	Goals, Objectives, and Performance Measures
HEG	Herlong Recreational Airport
ITS	Intelligent Transportation Systems
JAA	Jacksonville Aviation Authority
JAXEX	Jacksonville Executive at Craig Airport
JIA	Jacksonville International Airport
JRTC	Joint Regional Transportation Center
JTA	Jacksonville Transportation Authority
LOPP	List of Priority Projects
LRE	Long Range Estimate
LRTP	Long Range Transportation Plan
LSI	Logistic Services International
NERPM	Northeast Florida Regional Planning Model
PDC	Present Day Cost
SHCA	Strategic Habitat Conservation Areas
SIS	Strategic Intermodal System
TAC	Technical Advisory Committee
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Plan
TOD	Transit Oriented Development
TPM	Transportation Performance Management
TPO	Transportation Planning Organization
TSM&O	Transportation Systems Management and Operation
U2C	Ultimate Urban Circulator
WMD	Water Management Districts
YOE	Year of Expenditure

Executive Summary

2050 LRTP Overview

The North Florida Transportation Planning Organization (TPO) uses the Long Range Transportation Plan (LRTP) as a strategic tool to allocate federal, state, and other funding resources to build a transportation system that efficiently moves people and goods, supports job creation, and strengthens communities across the region. In developing the 2050 PathForward plan, the North Florida TPO collaborated with citizens, the private sector, and planning partners to ensure that the funded transportation solutions reflect the long-term vision and policy direction set by the North Florida TPO Board.

The 2050 LRTP outlines the region's transportation vision, establishes clear goals and policies, and allocates projected revenues to programs and projects that will help achieve these objectives. Key questions guiding the plan include: What will transportation look like in 2050? Will we still rely on personal vehicles? Will autonomous cars take over? These and other critical issues have been considered throughout the development of the 2050 LRTP for the region.

As required by federal and state regulations, the North Florida TPO must develop and update the LRTP every five years, with a forward-looking vision spanning 25 years. This plan allocates financial resources to a variety of mobility projects and programs designed to meet the region's evolving transportation needs.

At its core, the 2050 LRTP is about making informed choices regarding the region's future mobility. These decisions include how we will travel, where to invest limited financial resources, and how to enhance the region's connectivity in the years ahead. Building upon the multimodal and regional framework of previous plans, the 2050 LRTP will guide the North Florida TPO as it continues to shape the region's transportation network over the next 25 years.

San Marco, Photo source: Project Team

Mission & Goals

The North Florida TPO's mission is to serve as a regional platform for developing a transportation system that ensures the safe, economical, and efficient movement of people and goods, while preserving the high quality of life in North Florida. The TPO's vision, as outlined in the LRTP, is to optimize regional mobility in a way that aligns with the values and priorities of local communities.

The LRTP identifies key transportation improvements needed to enhance the movement of people and goods, based on current demands and future growth forecasts. The transportation projects recommended in the plan are driven by well-defined goals, objectives, and performance measures.

The primary goals and objectives of the LRTP include:

- Encourage Safe and Secure Travel
- Invest in Projects that Enhance Economic Competitiveness
- Invest in Livable and Sustainable Communities
- Enhance Mobility and Accessibility
- Enhance Equity in Decision Making
- Preserve and Maintain Our Existing System
- Create Reliable and Resilient Multimodal Infrastructure
- Enhance Tourism Transport Management
- Ensure North Florida is Ready for Future Technologies That Support Transportation

These goals and objectives are designed from the perspective of the transportation user, ensuring that the plan effectively addresses regional mobility needs. The proposed performance measures will help track progress and ensure that the projects align with the TPO's long-term vision.

Key Findings

The LRTP outlines essential transportation improvements needed to enhance the movement of people and goods, based on current needs and projected future growth. However, revenue forecasts from the Florida Department of Transportation (FDOT) show that the 2050 LRTP has over $900 million less funding available to meet the region's mobility needs compared to the 2045 LRTP. Rising material and labor costs for delivering transportation projects further complicated the outlook, putting the creation of a robust, proactive plan at risk.

Given the reduced funding, one of the top priorities of the LRTP was to maintain financial support for the 20 major projects listed in the TPO's List of Priority Projects (LOPP). These projects are critical to addressing the region's mobility needs. Alongside projects included in the Transportation Improvement Program and Florida's Strategic Intermodal System (SIS), the projects listed in **Table 1-1** on the following pages form the foundation of the 2050 Cost Feasible Plan.

The 2050 LRTP has **$900 million less** funding available than the 2045 LRTP.

Greencove Springs Pier Photo source: Project Team

Table 1-1 2050 Cost Feasible Plan

Facility	County	Begin	End	Improvement
Main Street (US 17)	Duval	Airport Center Drive	Max Leggett Parkway	Widen from 2 to 4 lanes
Main Street (US 17)	Duval	South of New Berlin Road	Airport Center Drive	Add lanes and reconstruct
SR 16	St. Johns	International Golf Parkway	I-95	Add lanes and reconstruct
Beach Boulevard	St. Johns	Pope Road	SR A1A	Multi-Use Trail/Bike Path
SR A1A	St. Johns	SR 206	Beach Boulevard	Multi-Use Trail/Bike Path
SR A1A/Anastasia State Park	St. Johns	Pope Road	Red Cox Drive	Multi-Use Trail/Bike Path
SR A1A	St. Johns	Marineland	Fort Matanzas Inlet	Multi-Use Trail/Bike Path
SR A1A	St. Johns	Fort Matanzas Inlet	SR 206	Multi-Use Trail/Bike Path
SR A1A	St. Johns	Red Cox Drive	Bridge of Lions	Multi-Use Trail/Bike Path
King Street	St. Johns	US 1	Bridge of Lions	Multi-Use Trail/Bike Path
I-10 (SR 8)	Duval	Regional		Electric Vehicle GAP Phase 8
Timucuan Trail	Duval	Fort George Island Trail Head		Multi-Use Trail/Bike Path
Heckscher Drive (SR A1A) Core-to-Coast	Duval	Huguenot Park	George River Bridge	Multi-Use Trail/Bike Path
CR 210	St. Johns	At US 1		Construct interchange with US 1
CR 210	St. Johns	Greenbriar Road	Cimarrone Boulevard	Widen from 2 to 4 lanes
CR 2209	St. Johns	CR 210	CR 208	Construct new 4 lane road
Long Leaf Pine Parkway	St. Johns	Roberts Road	Veterans Parkway	Widen from 2 to 4 lanes
Racetrack Road	St. Johns	Peyton Parkway	Bartram Park Boulevard	Widen from 2 to 4 lanes
Kings Road Corridor	Duval	I-95	MLK Parkway	Safety improvements at S-Line crossing and Transit stop improvements
Dunn Avenue Corridor	Duval	I-295	I-95	Road diet, ADA improvements, mid-block crossings and transit stop improvements
University Boulevard	Duval	Arlington Road	Arlington Expressway	Road diet, ADA improvements, mid-block crossings and transit stop improvements

Facility	County	Begin	End	Improvement
8th Street Corridor	Duval	I-95 Ramps	Main Street	Crosswalk improvements, transit stop improvements, installation of rapid flashing beacons and sidewalk widening
Main Street Traffic Calming	Duval	1st Street	12th Street	Crosswalk improvements, sidewalk widening, bicycle infrastructure and transit stop improvements
University Boulevard/ Merrill Road Corridor	Duval	University Boulevard	Townsend Boulevard	Crosswalk improvements, sidewalk widening, bicycle infrastructure and transit stop improvements
Lenox Avenue	Duval	Normandy Boulevard	Cassat Avenue	Road diet, ADA improvements, mid-block crossings and transit stop improvements
Lem Turner Road Corridor	Duval	I-295	I-95	Road diet, ADA improvements, mid-block crossings and transit stop improvements
Philips Highway Corridor	Duval	University Boulevard	Baymeadows Road	Crosswalk improvements, sidewalk widening, bicycle infrastructure and transit stop improvements
Park Street Corridor	Duval	US 17	I-95	Road diet, ADA improvements, mid-block crossings and transit stop improvements
Edgewood Avenue Corridor	Duval	Cassat Avenue	Main Street	Road diet, ADA improvements, mid-block crossings and transit stop improvements
University Transit Hub	Duval	University Bus Stop		Multimodal transfer hub
Strategic Intermodal System (SIS) Projects				
I-295 (SR 9A)	Duval	At Normandy Boulevard (SR 228)		Modification of interchange
I-295 (SR 9A)	Duval	Buckman Bridge		Bridge rehabilitation
I-295 (SR 9A)	Duval	North of Kings Road	South of I-95 north Interchange	Widen from 4 to 8 lanes
I-295 (SR 9A)	Duval	North of Commonwealth Road	North of New Kings Road	Widen from 4 to 8 lanes
I-295 (SR 9A)	Duval	South of Heckscher Drive	North of Pulaski Road	Widen from 4 to 6 lanes
I-295 (SR 9A)	Duval	Southside Connector	J Turner Butler Boulevard	Widen from 4 to 6 lanes

Facility	County	Begin	End	Improvement
I-295 (SR 9A)	Duval	South of US 17	Blanding Boulevard	Widen from 4 to 6 lanes
I-295 (SR 9A)	Duval	Beach Boulevard	J Turner Butler Boulevard	Widen from 4 to 6 lanes
I-95	Duval	At US 1		Modify interchange
I-95	St. Johns	North of First Coast Expressway	Duval County Line	Widen from 4 to 6 lanes
I-95	Duval	I-295	Baymeadows Road	Widen from 8 to 10 lanes
I-95	St. Johns	South of International Golf Parkway	South of First Coast Expressway	Widen from 6 to 8 lanes
I-95	Duval	South of Emerson Street	Atlantic Boulevard	Widen from 6 to 8 lanes
I-95	Duval	South of J Turner Butler Boulevard	South of Emerson Street	Widen from 6 to 8 lanes
I-95	Duval	Baymeadows Road	J Turner Butler Boulevard	Widen from 6 to 8 lanes
I-95	Duval	I-295	J Turner Butler Boulevard	Widen from 4 to 6 lanes
I-95	Duval	St Johns County Line	I-295	Widen from 6 to 8 lanes
I-95	Duval	Beaver Street	MLK (US 1)	Widen from 6 to 8 lanes
I-10	Duval	SR 23	I-295	Add lanes and reconstruct
I-10	Duval	US 301	SR 23	Add lanes and reconstruct
I-10	Duval	At US 301		Construct new interchange ramp
Hecksher Drive	Duval	At I-295		Add right turn lanes
J Turner Butler Boulevard	Duval	East of I-95	North of Mustang Road	Widen from 6 to 8 lanes
First Coast Expressway (SR 23)	St Johns/ Clay	I-95	US 17	Construct new toll facility
First Coast Expressway (SR 23)	St Johns	East of CR 16A Spur	East of SR 209	Construct new toll facility
First Coast Expressway (SR 23)	St Johns	East of CR 2209	East of CR 16A Spur	Construct new toll facility
First Coast Expressway (SR 23)	St Johns	I-95	East of CR 2209	Construct new toll facility
I-10	Duval	At I-295		Modify interchange

Facility	County	Begin	End	Improvement
I-10	Duval	At First Coast Expressway (SR 23)		Widen from 6 to 8 lanes
I-295	Duval	North of Collins Road	North of Commonwealth Road	Widen from 6 to 8 lanes
I-295	Duval	South of US 17	Blanding Boulevard	Widen from 8 to 12 lanes
I-95	Duval	North of MLK Boulevard	South of SR 105	Construction of Managed Lanes
US 301	Nassau	At Crawford Road		Modify interchange
Regional Transit Projects				
Mayport Ferry	Duval	SR A1A	SR A1A	Purchase additional Ferry
U2C – Riverside	Duval	Central	Brooklyn/ Five Points	Purchase 14 AV, Charging equipment, corridor infrastructure and skyway connection
U2C – Springfield	Duval	Central	Springfield	Purchase 14 AV, Charging equipment, corridor infrastructure and skyway connection
U2C – San Marco	Duval	Kings Avenue	San Marco	Purchase 14 AV, Charging equipment, corridor infrastructure and skyway connection
U2C – Northwest	Duval	Central	Northwest	Purchase 14 AV, Charging equipment, corridor infrastructure and skyway connection
U2C – Bay Street	Duval	Central	Bay Street	Purchase 14 AV, Charging equipment, corridor infrastructure and skyway connection
Skyway Modernization	Duval	Downtown Jacksonville	Downtown Jacksonville	Modernize the Skyway infrastructure and operations to support the AV network
JRTC Rail Terminal	Duval	Downtown Jacksonville	Downtown Jacksonville	Commuter rail terminal at the JTC/ Prime Osbourne
FSCJ Autonomous Vehicle Pilot	Duval	Downtown Jacksonville	Satellite Campuses	Expand pilot to additional campuses
Bus Stops of the Future	Duval	Regional		Install innovative bus stops of the future
ADA Bus Stop Improvements	Duval	Regional		Construction of ADA improvements

Facility	County	Begin	End	Improvement
Autonomous Innovation Center	Duval	Downtown Jacksonville		Construction of an autonomous vehicle maintenance and storage facility and operations center
Open Fare Payment	Duval	Clay County	Nassau County	Upgrade entire Fleet Payment Method
Operations and Maintenance	Regional			Operations and Maintenance Funding
Central Water Taxi	Duval	The District	Shipyard Development	Implement water taxi service
UNF Campus Bus Service	Duval	UNF		Bus Service
Lake City Bus Service	Duval	Downtown Jacksonville	Lake City Veterans Affairs Hospital	Bus Service
Shand's Bus Service	Clay/ St. Johns	Clay County	St. Johns County	Bus Service
East Jacksonville Bus Service	Duval	Arlington	Oceanway	Bus Service
North Jacksonville Bus Service	Duval	Edgewood	Oceanway	Bus Service
South Jacksonville Bus Service	Duval	Orange Park	Mandarin	Bus Service
West Jacksonville Bus Service	Duval	Edgewood	Orange Park	Bus Service
Nassau Bus Service	Nassau	Hillard	American Beach	Bus Service
Clay Bus Service	Clay	Area Wide		Bus Service
St Johns Bus Service	St. Johns	Area Wide		Bus Service
Clay Regional Satellite Facility	Clay	Duval County	Clay County	O & M Facility
Nassau Regional Satellite Facility	Nassau	Duval County	Nassau County	O & M Facility
Blue Line BRT Transit Lanes	Duval	JRTC	Avenues	Implement transit only lanes for existing BRT service
Green Line BRT Transit Lanes	Duval	JRTC	Armsdale	Implement transit only lanes for existing BRT service
Orange Line BRT Transit Lanes	Duval	JRTC	Orange Park	Implement transit only lanes for existing BRT service
Red Line BRT Transit Lanes	Duval	JRTC	Beaches	Implement transit only lanes for existing BRT service
Blue Line BRT TSP	Duval	JRTC	Avenues Walk	Implement transit signal priority for existing BRT service

Facility	County	Begin	End	Improvement
Green Line BRT TSP	Duval	JRTC	Armsdale	Implement transit signal priority for existing BRT service
Orange Line BRT TSP	Duval	JRTC	Orange Park	Implement transit signal priority for existing BRT service
Red Line BRT TSP	Duval	JRTC	Beaches	Implement transit signal priority for existing BRT service
Other Roadway Projects				
CR 220	Clay	SR 21	Henley Road	Widen from 2 to 4 lanes
SR 16	Clay	Green Cove Springs City Limits	First Coast Expressway Interchange	Widen from 2 to 4 lanes
US 17	Clay	End of 4-lane south Town Center Boulevard	CR 315	Widen from 4 to 6 lanes
CR 217	Clay/ Duval	CR 218	SR 228 (Normandy Boulevard)	Replace low level bridge
Cathedral Oak Parkway (CR 315)	Clay	US 17	Maryland Avenue	Context sensitive improvements: Safety, Bicycle, Pedestrian and intersection upgrades
SR 228 (Normandy Boulevard)	Duval	Equestrian Center	US 301	Widen from 2 to 4 lanes with bicycle lanes and sidewalks
US 17 (Main Street)	Duval	Airport Center Drive	Pecan Park Road	Widen from 2 lanes to 5 lanes with multiuse path on the east side. *Design and ROW are underway*
SR 115 (Lem Turner Road)	Duval/ Nassau	I-295	US 301	Widen to 4 lanes with multi-use trail and intersection improvements
Moncrief Road	Duval	13th Street	US 1 (Kings Road)	Context sensitive improvements: Safety, Bicycle, Pedestrian and intersection upgrades
Arlington Expressway	Duval	North Liberty Street	A Philip Randolph Boulevard	Hogans Creek Restoration Project
Southside Boulevard	Duval	Old Baymeadows Road	Beach Boulevard	Major intersection improvements with multi-use trail
Beaver Street (SR 10)	Duval	I-95	Liberty Street	Context sensitive improvements: Safety, Bicycle, Pedestrian and intersection upgrades

Facility	County	Begin	End	Improvement
SR A1A (Atlantic Boulevard/Third Street)	Duval	Mayport Road (SR A1A)	St. Johns County Line	Context sensitive improvements: Safety, Bicycle, Pedestrian and intersection upgrades
SR 200 (SR A1A)	Nassau	I-95	Amelia Island Parkway	Major intersection improvements
US 17 (447364-3)	Nassau	Duval County Line	SR 200	Widen from 2 to 4 lanes with intersection improvements
SR 16 (210447-5)	St. Johns	International Golf Parkway	Outlet Mall Entrance	Widen from 2 to 4 lanes
CR 2209	St. Johns	SR 9B	SR 16	SR 9B to Silverleaf Parkway - Widen to 6 lanes with intersection improvements; Silverleaf Parkway to SR 16 - Design 6 lane and construct 4 lane
SR 312 Extension	St. Johns	Holmes Boulevard	King Street	Construct new two-lane road
US 1	St. Johns	Pine Island Road	Racetrack Road	Intersection improvements
SR A1A	St. Johns	Mickler Road	Marsh Landing Parkway	Intersection improvements and multi-use trail
SR A1A	St. Johns	Mickler Road	Sawgrass Drive West	Widen from 2 to 4 lanes with bicycle lanes
Bicycle and Pedestrian	Regional	Boxed Funds (CRP Funds)	Average $1.5 M per year	Projects from the Bicycle and Pedestrian Master Plan
Greenways and Trails	Regional	Boxed Funds	Average $2 M per year	Projects from the Greenways and Trails Master Plan
ITS/TSM&O/Smart Cities Programs	Regional	Boxed Funds	Average $2 M per year	Projects from the ITS and TSM&O Master Plan
Context Sensitive Solutions	Regional	Boxed Funds	Average $1.2 M per year	Projects from the Regional Safety Plan
Beaver Street (SR 10)	Duval	I-95	Liberty Street	Context sensitive improvements: Safety, Bicycle, Pedestrian and intersection upgrades
SR A1A (Atlantic Boulevard/Third Street)	Duval	Mayport Road (SR A1A)	St. Johns County Line	Context sensitive improvements: Safety, Bicycle, Pedestrian and intersection upgrades
SR 200 (SR A1A)	Nassau	I-95	Amelia Island Parkway	Major intersection improvements
US 17 (447364-3)	Nassau	Duval County Line	SR 200	Widen from 2 to 4 lanes with intersection improvements
SR 16 (210447-5)	St. Johns	International Golf Parkway	Outlet Mall Entrance	Widen from 2 to 4 lanes
CR 2209	St. Johns	SR 9B	SR 16	SR 9B to Silverleaf Parkway - Widen to 6 lanes with intersection improvements;

Facility	County	Begin	End	Improvement
				Silverleaf Parkway to SR 16 - Design 6 lane and construct 4 lane
SR 312 Extension	St. Johns	Holmes Boulevard	King Street	Construct new two-lane road
US 1	St. Johns	Pine Island Road	Racetrack Road	Intersection improvements
SR A1A	St. Johns	Mickler Road	Marsh Landing Parkway	Intersection improvements and multi-use trail
SR A1A	St. Johns	Mickler Road	Sawgrass Drive West	Widen from 2 to 4 lanes with bicycle lanes
Bicycle and Pedestrian	Regional	Boxed Funds (CRP Funds)	Average $1.5 M per year	Projects from the Bicycle and Pedestrian Master Plan
Greenways and Trails	Regional	Boxed Funds	Average $2 M per year	Projects from the Greenways and Trails Master Plan
ITS/TSM&O/Smart Cities Programs	Regional	Boxed Funds	Average $2 M per year	Projects from the ITS and TSM&O Master Plan
Context Sensitive Solutions	Regional	Boxed Funds	Average $1.2 M per year	Projects from the Regional Safety Plan
Freight Enhancement Projects	Regional	Boxed Funds	Average $1 M per year	Projects from the Regional Freight Master Plan
Resiliency Programs	Regional	Boxed Funds	Average $1 M per year	Projects from the Resiliency Plan

1.0 Introduction

1.1 Purpose of the Long Range Transportation Plan (LRTP)

The 2050 Long Range Transportation Plan (LRTP) serves as a strategic blueprint for shaping the future of the region's transportation system over the next 20 years. The primary purpose of an LRTP is to guide the development of a safe, efficient, and sustainable transportation network that accommodates current and future mobility needs, promotes economic growth, and enhances the quality of life for residents.

Seven key objectives of the 2050 LRTP are as follows:

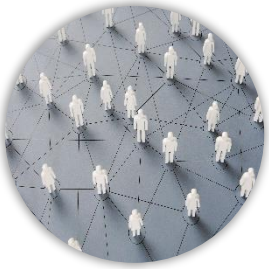
1. Plan for Future Growth and Mobility

The LRTP forecasts population growth, economic development, and changes in land use to anticipate future transportation demands. By identifying and prioritizing key transportation improvements, the plan helps ensure that the region's infrastructure can support both current needs and long-term growth.

2. Guide Investment and Funding

With limited financial resources, an LRTP provides a framework for allocating federal, state, and local transportation funds to projects that deliver the most significant benefits. It sets priorities based on projected revenue and establishes a cost-feasible plan for investments in roadways, transit systems, bicycle and pedestrian infrastructure, and other modes of transportation.

3. Support Regional Connectivity



The LRTP promotes a cohesive transportation network that connects cities, communities, and economic hubs within the region. It fosters seamless mobility for people and goods, enhancing regional accessibility and strengthening the region's role in the broader state and national economy.

4. Promote Safety and Security

Safety is a core component of the LRTP, that seeks to reduce crashes, improve emergency response capabilities, and ensure a secure transportation environment. The plan incorporates strategies to improve safety on roadways, enhance public transit security, and protect vulnerable road users such as pedestrians and cyclists.

5. Foster Sustainable and Livable Communities

An LRTP supports sustainable development by promoting multimodal transportation options such as public transit, cycling, and walking. It seeks to reduce environmental impacts, minimize traffic congestion, and enhance the quality of life in urban, suburban, and rural areas. The plan also encourages smart growth and land-use strategies that support more walkable, connected, efficient, and environmentally friendly communities.

6. Incorporate Emerging Technologies

As new transportation technologies emerge, including electric vehicles, autonomous systems, and smart infrastructure, the LRTP anticipates and plans to integrate these innovations. This future-oriented approach ensures that the region's transportation system remains adaptable and prepared to leverage technological advancements.

7. Public Involvement and Equity

The LRTP process includes significant public engagement to ensure that transportation solutions reflect the region's needs and values. It also aims to promote equitable access to transportation services, prioritizing investments that address mobility gaps for underserved or disadvantaged populations.

*The overarching purpose of a Long Range Transportation Plan is to create a **strategic vision for the transportation future that balances mobility, economic development, sustainability, and quality of life**, while ensuring efficient use of resources and alignment with regional goals.*

1.2 Planning Process

Developing the 2050 LRTP was a comprehensive and collaborative process that involved multiple steps to assess current and future transportation needs, engage stakeholders, and create a roadmap for implementing transportation projects. The goal was to create a data-driven and community-informed plan that guides the region's transportation investments over a 20-year period. Below is an overview of the planning process for the 2050 LRTP:

Step 1. Data Collection and Analysis

Existing Conditions: The process began with a detailed analysis of the region's current transportation system. This includes assessing roadways, public transit services, bicycle and pedestrian infrastructure, freight corridors, and traffic conditions.

Demographic and Land Use Trends: Local planners assisted with the analysis of population growth, employment trends, land use changes, and economic forecasts to project future transportation needs.

Travel Behavior and Demand Forecasting: Travel patterns and demand were analyzed through traffic data, and modeling tools to understand how people and goods move through the region and how these patterns may evolve over time.

Step 2. Public and Stakeholder Engagement

Community Input: Public involvement is a cornerstone of the LRTP process. The study team sought input from residents through online surveys, and online tools to gather feedback on transportation priorities, needs, and challenges.

Stakeholder Collaboration: The LRTP involved coordination with a wide range of stakeholders, including local governments, state and federal agencies, business groups, transit operators, and environmental organizations. This ensures that diverse perspectives are considered in the planning process.

Interagency Coordination*:* Collaboration with state and regional planning agencies like FDOT ensured alignment with broader transportation goals, including federal regulations and funding mechanisms.

Step 3. Goals, and Objectives Development

Goal Setting: Specific goals and objectives were established to guide the selection of transportation projects and programs. These goals included reducing congestion, improving transit services, increasing safety, and fostering equity.

Performance Measures: Quantifiable performance measures were developed to track progress toward meeting the plan's goals. These measures help evaluate the effectiveness of implemented projects and ensure accountability.

Step 4. Financial Analysis and Revenue Forecasting

Revenue Forecasting*:* A key component of the LRTP is forecasting future revenue from federal, state, and local sources. The plan must align projected revenues with transportation investments, ensuring that proposed projects are financially feasible.

Cost Estimation: The cost of each proposed project is estimated, taking into account the rising costs for labor, materials, and inflation.

Funding Allocation: Based on available funding, projects were prioritized and phased over the planning horizon to ensure that the region's highest transportation needs are met.

Step 5. Project Prioritization and Selection

Project Evaluation: Each proposed project was evaluated based on how well it aligns with the LRTP goals and objectives, as well as its potential impact on mobility, safety, equity, and sustainability.

Cost-Feasible Plan: The plan identifies a set of priority projects that are financially feasible within the anticipated funding.

Step 6. Environmental and Equity Considerations

Environmental Review: The LRTP assesses the environmental impact of proposed projects, ensuring that the plan complies with federal and state environmental regulations. Environmental justice is a key consideration to avoid disproportionately impacting vulnerable populations.

Equity and Accessibility: The planning process ensures that transportation investments benefit all communities, including disadvantaged populations. Equity considerations guide project selection to enhance transportation access for low-income, minority, elderly, and disabled individuals.

Step 7. Plan Adoption

Draft Plan Review: Once the draft LRTP was complete, it was made available for public review and comment. Additional feedback was gathered to ensure the plan reflected the community's needs and priorities.

Plan Approval: After addressing public comments and making any necessary revisions, the LRTP was submitted to the TPO board for approval. The final plan was then formally adopted.

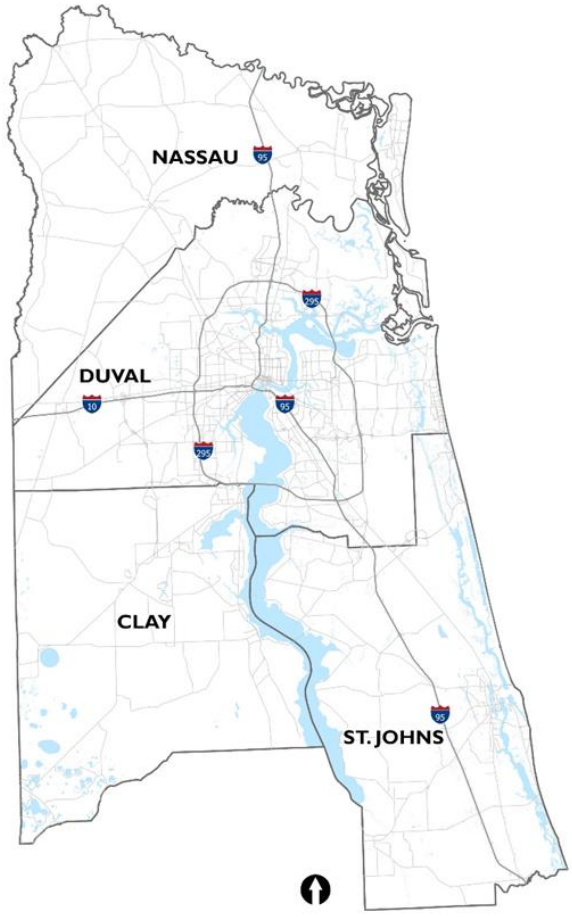
*The planning process to develop the 2050 LRTP was a **dynamic, data-driven, and participatory process** designed to create a transportation system that supports regional growth, enhances mobility, promotes sustainability, and improves quality of life for all residents.*

2.0 Regional Overview

2.1 Study Area

The North Florida TPO study area includes all of Clay, Duval, Nassau, and St. Johns counties, as well as the incorporated cities of Jacksonville, Atlantic Beach, Neptune Beach, Jacksonville Beach, St. Augustine, St. Augustine Beach, Fernandina Beach, Green Cove Springs, and Keystone Heights. It also covers the towns of Baldwin, Callahan, Hilliard, Orange Park, and Penney Farms. Spanning approximately 3,000 square miles, the study area is home to 1.7 million residents.

Figure 2-1 North Florida TPO Study Area



The City of Jacksonville serves as the anchor of the metropolitan area. It is the largest city by land area in the contiguous United States and it also includes a diverse range of neighborhoods and districts. Jacksonville is known for its riverfront downtown area, historic sites, vibrant arts scene, and a mix of modern and traditional architecture.

Surrounding Jacksonville are various suburban communities that make up the Greater Jacksonville area. These include Orange Park, Ponte Vedra Beach, Jacksonville Beach, Atlantic Beach, Neptune Beach, Fernandina Beach, Green Cove Springs to name a few. Each of these communities has its distinct character, with a blend of residential areas, commercial centers, and recreational spaces.

The area is renowned for its natural beauty and outdoor recreational opportunities. The St. Johns River, which flows through the region, offers opportunities for boating, fishing, and water sports. There are also numerous parks, including the expansive Timucuan Ecological and Historic Preserve, which preserves wetlands, forests, and historic sites. The coastal areas provide beaches, dunes, and marshes for residents and visitors to enjoy.

Jacksonville is a major economic hub in northeastern Florida, with diverse industries contributing to its economy. It has a strong presence in industries such as finance, insurance, healthcare, logistics, manufacturing, and technology. The Jacksonville Port Authority (JAXPORT) is one of the busiest ports on the East Coast of the United States, facilitating trade and commerce.

The Jacksonville area offers a variety of cultural and entertainment options. The region has several museums, including the Cummer Museum of Art and Gardens, the Museum of Science and History (MOSH), and the Jacksonville Zoo and Gardens. Numerous festivals, theaters, sports events, and recreational activities are held throughout the year.

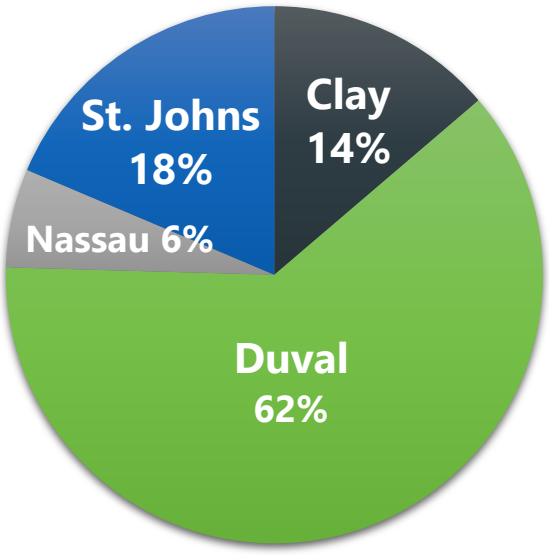
Its diverse communities, economic opportunities, and abundant recreational activities continue to make the region an attractive place to live, work, and explore.

2.2 Demographics and Growth Trends

Population and demographic statistics provide perspective on existing and historic settings of the North Florida TPO region. This information provides an overview of the population composition of the region that leads to a more informed understanding of the community and how the North Florida TPO region has changed over time. The data in this section analyzes trends that can be used to guide future transportation decision-making and prioritization for the region. Additionally, this data provides an outlook as to how the North Florida TPO region compares to the state of Florida as a whole as well as provides comparisons across the four counties.

Figure 2-2 Region Total Population Estimate, 2024

Figure 2-3 Total Population Estimate, 2022 by County (BEBR)

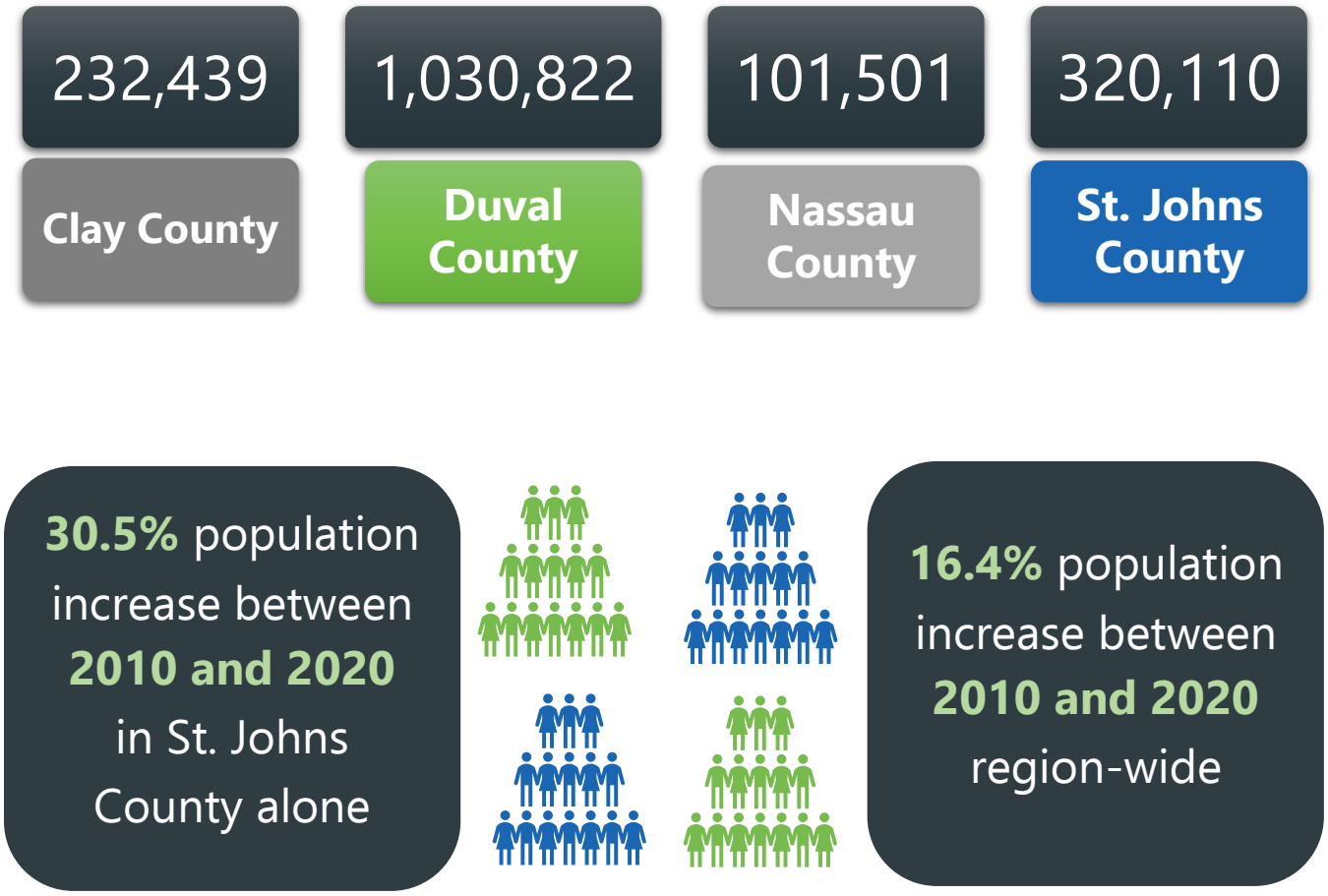


Population Growth

Growth in population places a higher demand for mobility. North Florida has experienced consistent population growth over the years. The region's population grew by 20.2% or 333,000 persons, between 2010 and 2022 significantly outpacing the state and the nation. According to available data, the region's population was estimated to be over 1.65 million people as of 2022. Population growth is influenced by factors such as job opportunities, quality of life, and the area's attractiveness for retirees.

North Florida's strong growth outpaced population gains statewide and is anticipated to continue through 2024.

Figure 2-4 Total Population Estimate, 2024 by County (BEBR)



Technical Report 1: Planning Context contains a detailed overview of the region.

2.3 Transportation System Overview

Northeast Florida is served by a number of major transportation facilities. These include interstate and arterial roadways, airports, deep water ports, and transit facilities. The following pages present an overview of these facilities.

Interstate System

Interstate 95

Interstate 95 is the backbone of eastern Florida's transportation system and a critical resource for the region's economic vitality and is a major component of Florida's Strategic Intermodal System (SIS). I-95 runs from Miami, north along the eastern Florida Coast to Jacksonville and it continues north to the Canadian border. I-95 provides quick and convenient highway travel between dozens of cities located along Florida's east coast. I-95 directly connects the largest cities located along Florida's east coast, including Jacksonville, West Palm Beach, and Miami. The I-95 Florida corridor also indirectly connects most of the smaller cities located along the Florida coastline. I-95 is a vital part of Florida's economy serving the needs of regional travelers, local commuters, shipping companies and tourists alike.

Interstate 295

I-295 is the beltway around central Jacksonville. The 60.9 miles long beltway consists of two segments, the West Beltway and the East Beltway, with I-95 serving as the dividing line between the two. I-295 has seen significant upgrades in recent years, including express lanes on certain segments to alleviate congestion and provide faster travel times for those willing to pay a toll. It is a bypass route for Interstate 95, offering an alternative route around Jacksonville's central areas and downtown traffic congestion.

Interstate 10

I-10 is the major east/west interstate highway in north Florida. Beginning in downtown Jacksonville at I-95, I-10 runs west through Duval County. It serves as a commuter route for residents of Baker and Clay Counties working in Jacksonville and it is a major freight corridor connecting to I-95 and I-75 in northeast Florida. I-10 from I-295 to I-95 is being widened to improve traffic flow, safety and increase capacity. When complete, I-10 will feature up to ten lanes between I-295 and I-95.

Public Transportation

The Jacksonville Transportation Authority (JTA) is the independent state agency responsible for public transit in the region. JTA has several types of bus service, local bus service, Express Bus service, Bus Rapid Transit (BRT) service, paratransit service and the Jacksonville Skyway. The Sunshine Bus Service is the public transportation system serving St. Johns County, Florida, including key areas such as St. Augustine, Ponte Vedra Beach, and other local communities. It is managed by the St. Johns County Council on Aging (COA) and provides an affordable and convenient transit option for residents and

visitors. The JTA serves as the Community Transportation Coordinator (CTC) for Clay County and Nassau County, Florida. This designation allows JTA to manage and provide coordinated transportation services for residents of these counties, particularly for those who rely on public or specialized transit options.

Joint Regional Transportation Center (JRTC)

The JRTC is a multimodal center serving as a cornerstone of the region's efforts to enhance mobility and accessibility. By integrating various transportation modes into one central location, the JRTC simplifies travel for residents and visitors, reduces congestion, and promotes the use of public transit. It also lays the foundation for future transportation advancements, such as expanded passenger rail services, aligning with JTA's vision of creating a more connected and sustainable transportation system for the region.

Bus Rapid Transit (BRT)

The First Coast Flyer (Flyer) connects 57 miles of destination travel downtown and, in the north, southeast, east and west areas of Jacksonville. Flyer service requires minimal use of schedules and features fewer stops, shorter waits, easier transfers and frequent trips. As the Northeast Florida region expands, the Flyer will be an essential part of a streamlined transit system that can grow and improve with the times. JTA has developed four routes serving the region: the Green Line/North Corridor, the Blue Line/Southeast Corridor, the Red Line/East Corridor, and the Orange Line/Southwest Corridor (2020).

Ultimate Urban Connector

For nearly 35 years, the Skyway has transported Jacksonville's commuters throughout the urban core. However, emerging technology and the evolving needs of Jacksonville's downtown development present a unique opportunity to reevaluate existing infrastructure and provide greater connectivity, mobility, and sustained economic growth.

This can be achieved by utilizing investment in the existing elevated Skyway, expanding the area it serves and employing autonomous transit technology. The Ultimate Urban Circulator (U2C) program can cost-effectively reach beyond the current system to serve existing and planned downtown development. The U2C will provide high-frequency service and accessibility, service flexibility, and extensions that can serve at both elevated and street levels

The U2C takes full advantage of the existing Skyway assets and fully integrates advancing technologies. Implementing this bold but necessary vision to enhance the transportation system will require successful agency partnerships, community buy-in and essential financial resources. JTA will continue to coordinate with federal, state and local agencies to evaluate funding, right-of-way requirements, environmental compliance and modifications to the street conditions.

Regional Rail Facilities

The Jacksonville region is served by three major railroads with approximately 40 trains per day. Two intermodal container transfer facilities and 40 rail freight stations are in Duval County. The three major railroads serving the region are:

1. CSX: A Class I freight railroad operating in the eastern United States and the Canadian provinces of Ontario and Quebec. CSX serves major markets in the eastern United States and has access to over 70 ocean, river and lake port terminals along the Atlantic and Gulf Coasts, the Mississippi River, the Great Lakes and the St. Lawrence Seaway. The company also has access to Pacific ports through alliances with western railroads.

2. Norfolk Southern: Operates approximately 19,500 route miles in 22 states and the District of Columbia, serves every major container port in the eastern United States, and provides efficient connections to other rail carriers. Norfolk Southern is a major transporter of industrial products, including chemicals, agriculture products, and metals and construction materials. In addition, the railroad operates the most extensive intermodal network in the East and is a principal carrier of coal, automobiles, and automotive parts.

3. Florida East Coast Railway (regional service): A Class II railroad operating 351 miles of mainline track along the east coast of Florida. It is the exclusive rail provider to South Florida's ports, linking them with the rest of the U.S. rail network. The railroad provides intermodal and carload service and moves commodities such as aggregate, automobiles, bulk liquids, building materials, orange juice, electronics and other items.

Passenger Rail Service

Currently, Amtrak provides rail passenger service in Jacksonville. The Silver Service provides connections south to Miami and north to New York with daily train service.

Brightline is exploring service to Jacksonville which would provide connections to Tampa, Orlando, West Palm Beach and Miami.

Intermodal Facilities

A number of intermodal facilities are located within the North Florida TPO area. These facilities move people, goods, and services into, through and within the study area.

JAXPORT

JAXPORT is an international trade seaport on the St. Johns River. The newest port in the United States, it carries over 21 million tons of cargo each year and has an annual impact of over $19 billion, including 65,000 jobs. It serves the Greater Jacksonville Metropolitan Area and is the second-largest handler of vehicles in the United States. Jaxport has three separate cargo facilities:

Blount Island

Positioned nine nautical miles from the Atlantic Ocean, Blount Island is one of the largest vehicle import/export centers in the United States. The United States Marine Corps also uses 1,100 acres on the east side of the island for its Maritime Prepositioning Force operations, and the public Blount Island Marine Terminal, which is JAXPORT's largest container facility, occupies 754 acres on the west half of the island. Blount Island can also process Ro/Ro, heavy lift, breakbulk and liquid bulk cargoes on 6,600 feet of deep-water berths.

Talleyrand

The oldest marine facility at JAXPORT is the Talleyrand Marine Terminal, located 21 nautical miles from the Atlantic. The 173-acre facility handles automobiles (import), liquid bulk commodities, breakbulk cargo and containerized cargo. With six container cranes, on-dock rail service and a 160,000 square foot transit shed, the terminal can process frozen, refrigerated or ambient cargo on 4,780 feet of deep-water berthing space.

Dames Point

Dames Point is a nearly 600-acre Marine Terminal. Situated one-mile upstream from Blount Island on the main shipping channel, Dames Point presently has two tenants: the 158-acre TraPac Container Terminal used by Mitsui O.S.K. Lines, and Hanjin Shipping operating on 90 acres for their container terminal.

Jacksonville International Airport (JIA)

The airport covers 7,911 acres and has two primary runways. The airport's two runways form a "V" pattern (with the tip of the "V" pointing west). Construction has begun on a long-awaited concourse. The 190,000-square-foot Concourse B will bring six new gates to the terminal, adding to the 20 on Concourses A and C. American Airlines will use five of the new gates. A checkpoint expansion, runway expansion and a six-story parking garage also are planned.

The Jacksonville Air National Guard operates at JIA as well. Located in the southwest quadrant of the airport, they have approximately 300 full-time military personnel and 1,000 part-time personnel who are traditional air national guardsmen.

Herlong Recreational Airport

A home to Jacksonville's aviation enthusiasts since the 1960s, Herlong Recreational Airport (HEG) is Northeast Florida's primary location for light sport aircraft, skydiving, gliders and other experimental aircraft. The airport was originally built during World War II to facilitate pilot training for the Navy and Air Force. After the war, the property was given to the city, and subsequently the Jacksonville Aviation Authority (JAA).

Cecil Airport

Cecil Airport is a public joint civil-military airport and spaceport. The airport is owned by the JAA and services military aircraft, corporate aircraft, general aviation, and air cargo. The Florida Army National Guard's primary Army Aviation Support Facility and the U.S. Coast Guard's Helicopter Interdiction Tactical Squadron (HITRON) are also located here, the former operating CH-47 Chinook, UH-60 Blackhawk, UH-72 Lakota and C-12 Huron aircraft, while the latter operates the MH-65C Dolphin helicopter.

Cecil Airport also houses the FSCJ (Florida State College Jacksonville) aviation course hangar and associated training aircraft. Sunrise Aviation, a flight training school and pilot supplies vendor is the flight training provider for FSCJ's aviation program. Facilities operated by major aerospace firms such as Logistic Services International (LSI), Boeing and Flightstar Aircraft Services are also located at Cecil, providing major training, maintenance and overhaul services for a variety of U.S. military aircraft.

In 2010, Cecil Airport became the United States' eighth licensed commercial spaceport and the first in Florida authorized to fly space vehicles that take off and land horizontally.

Jacksonville Executive at Craig Airport

Formerly known as Craig Municipal Airport, Jacksonville Executive at Craig Airport (JAXEX) is a mid-sized general aviation facility. To better reflect its role as a corporate reliever for Jacksonville International, Craig Municipal Airport's name was changed to Jacksonville Executive at Craig Airport in 2011. JAXEX was originally built in the 1940s, one of six airports in the area developed for military

training. In 1946, under the Federal Surplus Properties Act, the US Military gave the airport to the City of Jacksonville.

Northeast Regional Airport

The Northeast Florida Regional Airport (UST), located in St. Augustine, Florida, is a public-use airport that serves as a gateway to St. Johns County and the surrounding Northeast Florida region. Operated by the St. Augustine - St. Johns County Airport Authority, it offers a mix of general aviation, corporate, and limited commercial services. Plans for expansion and modernization aim to enhance passenger and operational capacities, ensuring the airport meets the growing demands of the region. The airport is undergoing a name change and will be know as the St. Augustine Airport in 2025.

3.0 System Performance

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450,1 an MPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

The North Florida TPO 2050 LRTP was adopted November 6, 2024. Per the Planning Rule, the System Performance Report for the North Florida TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

This section presents a summary of the findings presented in the System Performance Report which is available on the TPO's website.

3.1 Highway Safety Performance Measures and Targets Overview

The first of FHWA's performance management rules, referred to as the PM1 rule, establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries

FDOT publishes statewide safety performance targets for the following calendar year in the Highway Safety Improvement Plan (HSIP) Annual Report that it transmits to FHWA each August. The current

safety targets established in the 2023 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

Table 3.1 presents statewide performance for each PM1 measure in recent years and the 2024 targets established by FDOT.

Table 3-1 Statewide Highway Safety (PM1) Conditions and Performance

Performance Measure	Five Year Rolling Average				Florida CY 2024 Target
	2015-2019	2016-2020	2017-2021	2018-2022	
Number of Fatalities	3,110.6	3,191.6	3,306.4	3,387.2	0
Rate of Fatalities per 100 Millon VMT	1.429	1.467	1.517	1.541	0
Number of Serious Injuries	20,181.0	18,993.8	18,030.0	17,146.2	0
Rate of Serious Injuries per 100 Million VMT	9,297	8,716	8,251	7,790	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,290.2	3,193.8	3,190.4	3,153.8	0

Table 3.2 presents performance in the TPO planning area for each safety measure in recent years.

Table 3-2 North Florida TPO Highway Safety (PM1) Conditions and Performance

Performance Measure	Five Year Rolling Average				North Florida CY 2024 Target
	2015-2019	2016-2020	2017-2021	2018-2022	
Number of Fatalities	226.4	235.8	242.0	244.2	0
Rate of Fatalities per 100 Millon VMT	1.323	1.377	1.411	1.406	0
Number of Serious Injuries	1,103	991.2	936.8	869.4	0
Rate of Serious Injuries per 100 Million VMT	6.478	5.780	5.446	4.997	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	180.6	177.0	180.2	178.4	0

In the North Florida TPO region, fatalities continue to increase on a 5-year rolling average while serious injuries and the serious injury rate have trended down.

The North Florida TPO agreed to support FDOT's highway safety targets February 8, 2024. By adopting FDOT's targets, the North Florida TPO agrees to plan and program projects that help FDOT achieve these targets.

3.2 Pavement and Bridge Condition Performance Measures and Targets Overview

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of Interstate pavements in good condition
2. Percent of Interstate pavements in poor condition
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition
4. Percent of non-Interstate NHS pavements in poor condition
5. Percent of NHS bridges (by deck area) classified as in good condition
6. Percent of NHS bridges (by deck area) classified as in poor condition

Pavement condition is assessed based on roughness, cracking, rutting, and faulting. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

3.3 Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. **Table 3.3** and **Table 3.4** present statewide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

Table 3-3 Statewide Pavement Condition (PM2) Performance and Targets

Performance Measure	2018	2019	2020	2021	2022	2023 Statewide Target	2025 Statewide Target
Percent of Interstate pavements in good condition	53.7%	68.5%	68.8%	70.5%	73.4%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.6%	0.2%	0.6%	0.3%	0.2%	≤5%	≤5%
Percent of non-Interstate NHS pavements in good condition	40.1%	41.0%	n/a	47.5%	48.8%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.4%	0.2%	n/a	0.6%	0.6%	≤5%	≤5%

Table 3-4 Statewide Bridge Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	66.8%	65.5%	63.7%	61.5%	58.2%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	1.2%	0.5%	0.7%	0.9%	0.6%	≤10%	≤5%

The mid-year 2025 targets were adjusted in February 2025

Table 3.5 and **Table 3.6** present recent performance in the MPO planning area for the pavement and bridge measures.

Shands Bridge Photo source: Project Team

Table 3-5 North Florida TPO Pavement Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	North Florida TPO 2023 Target	North Florida TPO 2025 Target
Percent of Interstate pavements in good condition	35.3	47.0	49.4	49.6	58.4	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.5	0.4	0.6	0.3	0.2	≤5%	≤5%
Percent of non-Interstate NHS pavements in good condition	31.5	31.0	-	42.1	42.1	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.4	0.6	-	1.6	1.6	≤5%	≤5%

Table 3-6 North Florida TPO Bridge Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	51.8	51.5	51.2	52.2	51.0	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.5	0.7	0.9	0.9	0.7	≤10%	≤5%

The mid-year 2025 targets were adjusted in February 2025

3.4 System Performance / Freight / Congestion Mitigation and Air Quality (CMAQ) Performance Measures and Targets Overview

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable
2. Percent of person-miles on the non-Interstate NHS that are reliable

National Highway Freight Program (NHFP)

1. Truck Travel Time Reliability index (TTTR)

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

1. Annual hours of peak hour excessive delay per capita (PHED)
2. Percent of non-single occupant vehicle travel (Non-SOV)
3. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish two-year and four-year statewide targets for the PM3 measures. MPOs must establish four-year targets for the measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent reliability for calendar years 2023 and 2025, respectively.

3.5 PM3 Baseline Performance and Established Targets

The System Performance Report discusses condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. **Table 3.7** presents recent statewide performance for each PM3 measure and the 2023 and 2025 targets established by FDOT.

Table 3-7 Statewide System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023 Statewide Target	2025 Statewide Target
Percent of person miles traveled on the interstate that are reliable	83.3%	83.4%	92.3%	87.5%	85.7%	≥75%	≥75%
Percent of person miles traveled on the non-interstate NHS that are reliable	86.2%	86.9%	93.5%	92.9%	92.1%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.43	1.45	1.34	1.38	1.46	1.75	2.00

FDOT adjusted their 2025 targets in October 2024.

Table 3.8 presents recent performance in the TPO planning area for the PM3 measures.

Table 3-8 North Florida TPO System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	TPO 2023 Target	TPO 2025 Target
Percent of person miles traveled on the interstate that are reliable	82.5%	84.6%	98.4%	94.0%	93.0%	≥75%	≥75%
Percent of person miles traveled on the non-interstate NHS that are reliable	86.1%	86.7%	94.2%	93.2%	95.9%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.59	1.64	1.34	1.39	1.49	1.75	2.00

FDOT adjusted their 2025 targets in October 2024.

Blanding Boulevard Photo source: Project Team

3.6 Transit Asset Management Measures

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures. **Table 3.9** below identifies the FTA TAM performance measures.

Table 3-9 FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the FTA Transit Economic Requirements Model (TERM) Scale

Public transportation providers are required to establish TAM targets annually for the following fiscal year and must share its targets with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually when the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets).

When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from the targets established by a provider, especially if there are multiple providers in the MPO planning area. Public transit providers, states, and MPOs must coordinate with each other in selecting performance targets.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT) for the entire group.

3.7 Transit Agency Targets

The Jacksonville Transportation Authority (JTA) established TAM targets for each of the applicable asset categories February 14, 2019, as part of their transit asset management plan. These targets have been updated annually. Table 5.3 presents the most recent targets adopted for Transit Asset Management. The St. Johns County Sunshine Bus established TAM targets for each of the applicable asset categories October 20, 2018. Table 5.4 presents the most recent targets adopted for Transit Asset Management.

Nassau County Council on Aging/Nassau TRANSIT is part of the Group TAM Plan for Fiscal Years 2022/2023 – 2025/2026 developed by FDOT for Tier II providers in Florida. The FY 2022 asset conditions and FY 2023 targets for the Tier II providers are shown in Table 5.5.

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital

investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

Table 3-10 FTA TAM Targets for JTA

Asset Category – Performance Measure	Asset Class	FY 2023 Asset Condition	FY 2024 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Buses (JTA/CC)	19%	27%
	Cutaways (JTA/CC)	75%	73%
	Vans (JTA/CC)	18%	10%
	Automated Guideway Vehicle	0%	67%
	Ferryboat	0%	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Automobile	100%	100%
	Trucks and other Rubber Tire Vehicles	56%	83%
	SUVs	41%	81%
	Trucks	70%	83%
	Vans	100%	100%
	Boats	100%	100%
Infrastructure			
% of track segments with performance restrictions	Rail Fixed Guideway	0%	0%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Admin/Maintenance Facilities	0%	0%
	Passenger Parking Facilities	3%	3%
	Passenger Facilities	0%	0%
	Parking Facilities	4%	4%

Table 3-11 Transit Asset Management Targets for St. Johns County Sunshine Bus

Asset Category – Performance Measure	Asset Class	FY 2023 Asset Condition	FY 2024 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway	54%	57%
	Minivan	100%	50%
	Van	22%	22%
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Trucks and other Rubber Tire Vehicles	50%	0%
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Admin/Maintenance Facilities	0%	0%

Nassau County Council on Aging/Nassau Transit is part of the Group TAM Plan for Fiscal Years 2022-2023 through 2025-2026 developed by FDOT for Tier II providers in Florida and coordinates with FDOT on reporting of group targets to National Transit Database. The FY 2022 asset conditions and 2023 targets for the Tier II providers are shown in Table 5.5. Note: FDOT will provide an update once FY 2023 performance and FY 2024 targets are available.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets during the next fiscal year. The table summarizes both existing conditions for the most recent year available, and the current targets.

Table 3-12 FDOT Group Plan Transit Asset Management Targets for Tier II Providers

Asset Category – Performance Measure	Asset Class	FY 2021 Asset Conditions	FY 2022 Performance	FY2023 Target
Revenue Vehicles				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	0%	0%	0%
	Bus	21.54%	16.42%	16.0%
	Cutaway Bus	9.81%	7.19%	7.0%
	School Bus	100.0%	100.0%	100.0%
	Mini-Van	19.59%	30.85%	30.0%
	SUV	20%	9.09%	9.0%
	Van	40.58%	39.68%	39.0%
Equipment				
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue Auto	75%	100%	100.0%
	Trucks and other Rubber Tire Vehicles	6.25%	6.25%	6.0%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/ Parking Facilities	0%	0%	0%
	Administration/ Maintenance Facilities	6.67%	6.67%	6.0%

The North Florida TPO agreed October 11, 2018, to support St. Johns County Sunshine Bus and Tier II transit agencies asset targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

The North Florida TPO agreed February 14, 2019, to support the JTA's TAM targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

The North Florida TPO agreed to support JTA and St. Johns County Sunshine Bus transit agency asset targets concurrent with adopting the 2050 LRTP November 6, 2024.

3.8 Transit Asset Management Performance

The North Florida TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to achieving national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the JTA TAM plan, the St. Johns County/Sunshine Bus TAM plan, and the North Florida TPO 2050 LRTP.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of the North Florida TPO's investments that address transit state of good repair include bus and other vehicle purchases and replacement, equipment purchases and replacements, retrofits and repair, rehabilitation, and replacing transit facilities and infrastructure.

The North Florida TPO TIP is developed and is managed in cooperation with JTA, St. Johns County Sunshine Bus, and Nassau Transit. It reflects the investment priorities established in the adopted Long Range Transportation Plan.

For FY2023, JTA reports asset performance against targets for 11 asset classes. The table below reports performance against target of each class. In total, JTA met or exceeded performance targets for 9 of the 11 asset classes.

Table 3-13 JTA State of Good Repair (SGR) Performance by Asset Class – FY2023

Category	Class	Target*	Actual*	Calc SGR	Performance Measure
Rolling Stock	Buses	18%	19%	81%	% of fleet exceeds UL of 12 yrs. or 500k miles
	Cutaway Buses	67%	75%	25%	% of fleet exceeds UL of 5 yrs. or 150k miles
	Vans	25%	18%	82%	% of fleet exceeds UL of 4 yrs. or 100k miles
	Monorail Cars	0%	0%	100%	% of fleet exceeds UL of 25 yrs.
	Ferry	0%	0%	100%	% of fleet exceeds UL of 25 yrs.
Equipment (Non-Revenue Fleet)	Automobiles	100%	100%	0%	% of non-revenue service vehicles exceeds UL of 4yrs or 100k miles
	Other Rubber Tire Vehicles	58%	56%	44%	% of non-revenue service vehicles exceeds UL of 4yrs or 100k miles
	Boats	100%	100%	0%	% of non-revenue service vehicles exceeds UL of 18yrs
Infrastructure	Fixed Rail Guideway	8%	0%	100%	% of track segments under performance restriction
Facilities	Admin/Maintenance	0%	0%	100%	% of facilities rated under 3.0 on TERM scale
	Parking/Passenger	3%	3%	97%	% of facilities rated under 3.0 on TERM scale

* Target and Actual performance levels, per FTA & NTD requirements, is represented as the inverse of the expected SGR level, i.e. the expected percentage out of SGR

For FY2022, St. Johns County reports asset performance against targets for 5 asset classes. The table below reports performance against target of each class.

Table 3-14 St. Johns County/Sunshine Bus State of Good Repair Performance by Asset Class – FY2022

Category	Class	Target*	Actual*	Performance Measure
Rolling Stock	Cutaway	56%	54%	% of revenue vehicles that have met or exceeded their useful life benchmark
	Minivan	0%	100%	% of revenue vehicles that have met or exceeded their useful life benchmark
	Van	0%	22%	% of revenue vehicles that have met or exceeded their useful life benchmark
Equipment	Trucks and Other Rubber Tire Vehicles	0%	100%	% of service vehicles that have met or exceeded their useful life benchmark
Facilities	Admin/Maintenance	0%	0%	% of facilities rated below 3.0 on TERM scale

The North Florida TPO agreed November 6, 2024, to support both the Jacksonville Transportation Authority and St. Johns County/Sunshine Bus transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

4.0 Safety and Security

A safe and secure transportation system is essential for the health, well-being, and quality of life of North Florida residents. The North Florida TPO prioritizes safety planning to protect all users, including pedestrians, bicyclists, transit riders, truck drivers, and motorists across North Florida's transportation network. This goal was underscored by the 2023 Strategic Highway Safety Plan, which established TPO safety policies and performance measures, emphasizing data-driven solutions to enhance safety.

The goals, objectives, and policies in the 2050 LRTP address safety improvements through a comprehensive approach known as the "Four Es": Engineering, Education, Enforcement, and Emergency Services. This integrated approach provides multiple benefits, including safer roadways and intersections, reduced fatalities and injuries, better mobility, and improved air quality. Safety has long been the highest priority for both the North Florida TPO and the FDOT, reflecting its incorporation as one of the Federal eight planning factors. Together, these organizations strive to reduce the region's high rates of traffic crashes, injuries, and fatalities through extensive safety initiatives.

Safety is woven into the 2050 LRTP through multiple project elements, programs and prioritization frameworks. Projects included in the Cost Feasible Plan are evaluated based on safety and security factors, ensuring that safety remains a core criterion in project evaluation and prioritization aligned with performance measures.

Each year, the Highway Safety Grant Program section within the FDOT Safety Office outlines a comprehensive Highway Safety Plan, identifying projects for federal funding based on local and regional needs. FDOT also funds subgrants for targeted safety initiatives in priority areas such as:

- Aging Road Users

- Community Traffic Safety
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Speed and Aggressive Driving
- Teen Driver Safety

While this LRTP does not allocate funding to specific projects within these categories, a regional safety program is included in the 2050 Needs and Cost Feasible Plan, ensuring continued commitment to the region's critical safety issues.

Beyond safety, security is a federally mandated factor within the LRTP planning process. Security planning encompasses not only safety but also preparedness against intentional harm and natural disasters that could impact the transportation system. Recognizing the vulnerability of North Florida to hurricanes, floods, and severe weather, the TPO developed a Resiliency Plan that identifies at-risk corridors and outlines mitigation strategies. These plans are documented in technical memorandums and can be found on the LRTP website at www.pathforward2050.com.

Security strategies are further reinforced by the Urban Areas Security Initiative (UASI), established by the Department of Homeland Security (DHS). This initiative enhances regional readiness in major metropolitan areas, including collaboration with the Florida Division of Emergency Management to strengthen regional prevention, protection, response, and recovery systems. The TPO has integrated various security strategies into its planning process, including:

- Promoting safety and security improvements in the design and retrofit of transportation systems
- Enhancing security for all transportation modes using access controls, surveillance, and Intelligent Transportation Systems (ITS)

Through these safety and security measures, the North Florida TPO's 2050 LRTP seeks to create a resilient, safe, and secure transportation network that meets the region's current and future mobility needs.

5.0 Goals and Objectives

The North Florida TPO's mission is to serve as a regional platform for developing a transportation system that ensures the safe, economical, and efficient movement of people and goods, while preserving the high quality of life in North Florida. The TPO's vision, as outlined in the LRTP, is to optimize regional mobility in a way that aligns with the values and priorities of local communities.

The LRTP identifies key transportation improvements needed to enhance the movement of people and goods, based on current demands and future growth forecasts. The transportation projects recommended in the plan are driven by well-defined goals, objectives, and performance measures (GOPs). These GOPs were developed by local input, as well as guidance from national goals and performance measures and a state, regional, and local plans review.

National Goals and Performance Measures

Guiding the development and funding of the nation's transportation system are a series of goals that have been developed for the purposes of accountability in transportation investments and improved decision-making (23 USC 150). The North Florida TPO has oriented its planning and programming documents to acknowledge the seven national goals shown below, as well as adopting local performance targets to account for the region's specific challenges.

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads and transit.
- **Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability:** To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

State, Regional and Local Plans Review

The 2050 LRTP is the product of a collaborative effort among transportation and planning agencies, emphasizing the importance of aligning transportation plans and policies across all levels. In addition to adhering to national goals, the development of the 2050 plan involved careful consideration of state and local plans to ensure consistency with the goals and objectives of the 2050 PathForward plan. These goals and objectives played a pivotal role in shaping the LRTP. During the update process for the 2050 plan, the following plans and policies were reviewed:

- 2018 & 2024 FDOT Strategic Intermodal System Long Range Cost Feasible and Needs Plans
- 2020 Florida Transportation Plan
- 2020 FDOT Freight Mobility and Trade Plan
- 2021 FDOT Strategic Highway Safety Plan
- FDOT's Adopted Work Program
- Local Government Comprehensive Plans
- Local Government Mobility Plans
- JTA's Transit Safety Plan

Plans that include specific goals are summarized in **Table 5-1** below. These goals were considered as part of the 2050 goal development.

Table 5-1 State, Local, and Regional Plans Goals

Plan	Goals
2020 Florida Transportation Plan	• Safety and security • Infrastructure • Mobility • Accessibility and equity • Economy • Communities • Environment
Local Government Mobility Plans	• Mobility • Economic opportunity • Vision • Equity • Safety
2020 FDOT Freight Mobility and Trade Plan	• Safety and security • Agile, resilient, quality • Efficient and reliable mobility • Transportation choices • Economic competitiveness • Quality places • Environment and energy • conservation

North Florida TPO Goals, Objectives, and Policies

The goals and objectives for the 2050 LRTP, guided by the national goals and performance measures in combination with state, local, and regional plans goals along with local public input, were designed from the perspective of the transportation user, ensuring that the plan effectively addresses regional mobility needs. The goals are listed without prioritization. The proposed performance measures will help track progress and ensure that the projects align with the TPO's long-term vision.

The primary goals and objectives of the LRTP are:

Goal 1
Invest in Projects that Enhance Economic Competitiveness

Goal 2
Invest in Livable and Sustainable Communities

Goal 3
Ensure Safe and Secure Travel

Goal 4
Enhance Mobility and Accessibility

Goal 5
Enhance Equity in Decision Making

Goal 6
Preserve and Maintain Our Existing System

Goal 7
Create Reliable and Resilient Multimodal Infrastructure

Goal 8
Enhance Tourism Transport Management

Goal 9
Ensure North Florida is Ready for Future Technologies

GOAL 1: Invest in Projects that Enhance Economic Competitiveness

Investing in projects that enhance economic competitiveness focuses on improving travel time reliability (the principal factor for freight operators), enhancing access to jobs, and maximizing return on investment.

Federal Performance Area: Freight Movement and Economic Vitality

The objectives associated with this enhancing economic competitiveness are listed below.

OBJECTIVE 1.1: Improve travel reliability on major freight routes.

Performance Measure		Benchmark
1.1.1	Truck Travel Time Reliability Index. The Truck Travel Time Reliability Index compares longer travel times (95th percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR	Truck Travel Time Reliability Index less than 2.0

OBJECTIVE 1.2: Maintain adequate infrastructure conditions on primary freight corridors.

Performance Measure		Benchmark
1.2.1	Percentage of primary freight corridor mileage with pavement in poor condition	Maintain and improve

OBJECTIVE 1.3: Invest in infrastructure that supports growth and logistics.

Performance Measure		Benchmark
1.3.1	Number of automobiles shipped	Annual monitoring of automobiles shipped
1.3.2	Number of tons shipped	Annual monitoring of tons shipped
1.3.3	Number of containers shipped (20-ft Equivalency Units [TEU])	Annual monitoring of containers shipped
1.3.4	Air cargo shipped (1,000 lbs. loaded weight)	Annual monitoring of air cargo shipped

GOAL 2: Invest in Livable and Sustainable Communities

There is no single definition of what constitutes a "livable" or "sustainable" transportation system. However, the North Florida TPO adopted the following definition of a sustainable transportation system published by the Transportation Research Board Sustainable Transportation Indicators Subcommittee:

> *Allows the **basic access** and development needs of individuals, companies, and society to be met **safely** and in a manner consistent with **human and ecosystem health** and **promotes equity** within and between successive generations.*
>
> *Is **affordable**, operates fairly and **efficiently**, offers a **choice of transportation modes**, and supports a **competitive economy**, as well as **balanced regional development**.*

Federal Performance Area: Environmental Sustainability

The objectives associated with livability and sustainability are listed below.

OBJECTIVE 2.1: Enhance transit accessibility.

Performance Measure		Benchmark
2.1.1	Transit on-time performance	Maintain or improve the percent on-time arrival at transit stops
2.1.2	Use of park-and-ride lots	Maintain or increase the number of park and ride lots

OBJECTIVE 2.2: Enhance bicycle and pedestrian quality of service throughout the region.

Policy		Benchmark
2.2.1	Create a network of connected bicycle and pedestrian facilities	Maintain or improve context appropriate bicycle and pedestrian facilities.
2.2.2	Pedestrian and bicycle Level of Traffic Stress (LTS)	Maintain or reduce pedestrian and bicycle LTS

OBJECTIVE 2.3: Reduce the impacts of investments on the natural environment.

Policy		Benchmark
2.3.1	Environmental screening and mitigation	Apply Efficient Transportation Decision Making (ETDM) Process to all projects in LRTP

OBJECTIVE 2.4: Reduce emissions from automobiles.

Performance Measure		Benchmark
2.4.1	Carbon dioxide, nitrous oxides, and volatile organic compound emissions due to reduced delay	Maintain or reduce emissions from vehicles caused by travel delays and vehicle-miles traveled
2.4.2	Emissions due to promoting alternative fuels	Maintain or reduce emissions by expanding the market share of alternative fuel vehicles[1]

[1] *The TPO has an Alternative Fuels Master Plan and a Clean Fuels Program promoting alternative fuels and alternative fuel vehicles.*

OBJECTIVE 2.5: Support regional evacuation needs.

Policy		Benchmark
2.5.1	Projects that improve evacuation routes	Evaluation of projects

OBJECTIVE 2.6: Provide more trails to connect destinations throughout the region, including the completion of existing regional and local trail systems.

Policy		Benchmark
2.6.1	Miles of multi-use trails that connect destinations	Maintain and increase the miles of multi-use trails

OBJECTIVE 2.7: Provide more pedestrian facilities to connect destinations throughout the region.

Policy		Benchmark
2.7.1	Total sidewalk mileage	Maintain and increase the total miles of sidewalks

OBJECTIVE 2.8: Provide more bicycle facilities to connect destinations throughout the regions.

Policy		Benchmark
2.8.1	Total bicycle network mileage	Maintain and increase the total miles of sidewalks

GOAL 3: Encourage Safe and Secure Travel

Investing in projects and programs that enhance safety will lead to reduced crashes and lower crash severity for all modes.

Federal Performance Area: Safety, System Reliability

OBJECTIVE 3.1: Reduce crashes for all modes.

Policy		Benchmark
3.1.1	Reduce the number of fatalities on the transportation network	Reduce the number of fatalities to zero
3.1.2	Reduce the number of serious injuries	Reduce the number of serious injuries to zero
3.1.3	Reduce the fatality rate	Reduce the fatality rate on the transportation network to zero
3.1.4	Reduce the serious injury rate	Reduce the serious injury rate on the transportation system to zero
3.1.5	Reduce the total number of non-motorized fatalities	Reduce the total number of non- motorized fatalities on the transportation network to zero
3.1.6	Reduce the total number of non-motorized serious injuries	Reduce the total number of non-motorized serious injuries on the transportation network to zero

OBJECTIVE 3.2: Promote the implementation of safety and security improvements in the design or retrofit of all transportation systems.

Policy		Benchmark
3.2.1	Implemented safety measures on high crash corridors identified in the Regional Strategic Safety Plan	Reported in the Regional Strategic Safety Plan

GOAL 4: Enhance Mobility and Accessibility

Enhancing mobility includes addressing the four dimensions of mobility – quantity of travel, quality of travel, system accessibility and system utilization. Several of these measures also support other goals and objectives (such as livability and sustainability).

Mobility is about more than increasing the volume of persons served and managing congestion. Users want a less stressful commute, but they also want improved reliability of their travel, more choices including transit, walking, and bicycling and to ensure we optimize system operations before we invest in new infrastructure. Understanding the trade-offs of these goals in the context of each corridor being considered is an essential element in identifying the right mobility solution for any project.

Federal Performance Area: Congestion Reduction

OBJECTIVE 4.1: Optimize the quantity of travel.

Performance Measure		Benchmark
4.1.1	Vehicle-miles traveled	Increase in vehicle occupancy
4.1.2	Person-miles traveled	
4.1.3	Vehicle occupancy	
4.1.4	Transit ridership	Increase transit ridership
4.1.5	Air travel passengers	Increase air traffic passengers
4.1.6	Transit ridership	Increase transit riders

OBJECTIVE 4.2: Optimize the quality of travel.

Performance Measure		Benchmark
4.2.1	Average Vehicle Delay	Maintain or reduce the average vehicle delay
4.2.2	Average Commute Time	Maintain or reduce the average commute time
4.2.3	Interstate Level of Travel Time Reliability - Percent of person-miles traveled on the Interstate that are reliable	Maintain or improve the Interstate Level of Travel Time Reliability of 70% This figure will be revisited every 4 years
4.2.4	Non-Interstate Level of Travel Time Reliability - Percent of person-miles traveled on the Non-Interstate that are reliable	Maintain or improve the Non-Interstate Level of Travel Time Reliability of 50% This figure will be revisited every 4 years
4.2.5	Level of service	Maintain the level of service standard (FDOT standard for Strategic Intermodal System facilities and local government standards for other facilities)

OBJECTIVE 4.3: Optimize the utilization of the system.

Performance Measure		Benchmark
4.3.1	Percent of system heavily congested as defined in the FDOT Sourcebook	Maintain or reduce the percentage of miles congested by adding capacity for people vs cars
4.3.2	Duration of congestion	Maintain or reduce the duration of congestion

OBJECTIVE 4.4: Deploy strategies to support First Mile/Last Mile travel options.

Performance Measure		Benchmark
4.4.1	Complete First Mile/Last Mile Plan	

Downtown Jacksonville Skyline, Photo source: Project Team

GOAL 5: Enhance Equity in Decision Making

Enhancing equity in decision-making emphasizes the principle of 'Environmental Justice'. The United States Environmental Protection Agency (EPA) defines Environmental Justice as follows.

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this Nation [sic]. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work. ***Limits air, water, noise emissions, waste, and resource use****. Limits emissions and waste within the planet's ability to absorb them, uses renewable resources at or below their rates of generation, and uses non-renewable resources at or below the rates of development of renewable substitutes while minimizing the impact on the use of land and the generation of noise.*

Additionally, the United States Department of Transportation defines three fundamental Environmental Justice principles for the Federal Highway Administration and the Federal Transit Administration as follows:

1. *To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.*
2. *To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.*
3. *To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.*

Federal Performance Area: NA

OBJECTIVE 5.1: Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects (including social and economic effects) on minority and low-income populations.

OBJECTIVE 5.2: Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.

Performance Measure		Benchmark
5.2.1	Adherence to the Public Involvement Plan	

OBJECTIVE 5.3: Prevent the denial of, reduction in, or significant delay of the receipt of benefits by minority and low-income populations.

Performance Measure		Benchmark
5.3.1	Number of projects in low-income and minority census tracts	Evaluation of projects

GOAL 6: Preserve and Maintain our Existing System

Preserving and maintaining the existing system is integral to optimizing mobility. The Federal Highway Administration (FHWA) and FDOT established formal goals and objectives for systems preservation that are proposed for adoption as part of this LRTP.

In addition, the objective of the systems preservation and maintenance goal is to provide a transit fleet that meets Federal Transit Administration's (FTA's) requirements for system preservation, vehicle age, and maintenance.

Federal Performance Area: Infrastructure Condition

The objectives for preserving and maintaining the existing system are listed below.

OBJECTIVE 6.1: Maintain and update roadways to current standards.

Performance Measure		Benchmark
6.1.1	Percent of Interstate Pavement in Good Condition	Maintain or improve percent of interstate pavements in good condition > 60%
6.1.2	Percent of Interstate Pavement in Poor Condition	Maintain or reduce percent of interstate pavements in poor condition < 5%
6.1.3	Percent of Non-Interstate Pavement in Good Condition	Maintain or improve percent of non-Interstate NHS pavements in good condition > 40%
6.1.4	Percent of Non-Interstate Pavement in Poor Condition	Maintain or reduce percent of non-interstate NHS pavements in poor condition < 5%

OBJECTIVE 6.2: Maintain and update bridges to current standards.

Performance Measure		Benchmark
6.2.1	Percent of National Highway System Bridges in Good Condition	Maintain or improve existing value is reported in the Congestion Management Process
6.2.2	Percent of National Highway System Bridges in Poor Condition	Maintain or reduce existing value is reported in the Congestion Management Process
6.2.3	Percent of State Highway Bridges in Good Condition	Maintain or improve existing value is reported in the Congestion Management Process
6.2.4	Percent of State Highway Bridges in Poor Condition	Maintain or reduce existing value is reported in the Congestion Management Process
6.2.5	Percent of Non-State Highway Bridges in Good Condition	Maintain or improve existing value is reported in the Congestion Management Process
6.2.6	Percent of Non-State Highway Bridges in Poor Condition	Maintain or reduce existing value is reported in the Congestion Management Process

OBJECTIVE 6.3: Maintain and update transit systems to current standards.

Performance Measure		Benchmark
6.3.1	Average Age of Rolling Stock	Percentage of revenue vehicle exceeding useful life benchmark
6.3.2	Average age of equipment	Percentage of nonrevenue service vehicles exceeding useful life benchmark
6.3.3	Conditions of transit facilities	Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
6.3.4	Conditions of transit infrastructure	Percentage of track segments with performance restrictions

GOAL 7: Create Reliable and Resilient Multimodal Infrastructure

A reliable and resilient multimodal transportation infrastructure provides accessible and diverse transportation options that ensure mobility, and system preservation, supports evacuation needs, and addresses social equity.

Federal Performance Area: System Reliability, Environmental Sustainability

The objectives for reliable and resilient multimodal infrastructure are listed below.

OBJECTIVE 7.1: Incorporate climate risk in project planning, system preservation and maintenance and determine appropriate measures to mitigate risk or repurpose threatened facilities.

Performance Measure		Benchmark
7.1.1	Consideration for vulnerable, at-risk facilities	Evaluation of projects/scenarios

OBJECTIVE 7.2: Support regional evacuation needs as reflected in municipal Emergency Management Plans.

Performance Measure		Benchmark
7.2.1	Number of projects on an evacuation route	Evaluation of projects/scenarios

OBJECTIVE 7.3: Address social equity in adaptation/resilience strategy implementation.

Performance Measure		Benchmark
7.3.1	Number of projects in low-income census tracts	Evaluation of projects/scenarios

GOAL 8: Enhance Tourism Transport Management

Tourism Transport Management involves improving transportation options for recreational, event, and general tourism travel to enhance the overall transportation system while improving mobility and transportation options.

Federal Performance Area: NA

The objectives for tourism transport management are listed below.

OBJECTIVE 8.1: Improve and provide diverse tourism transportation options.

Performance Measure		Benchmark
8.1.1	Number of projects in high tourism areas	Evaluation of projects/scenarios
8.1.2	Support cruise line ridership	Maintain or increase the number of cruise passengers

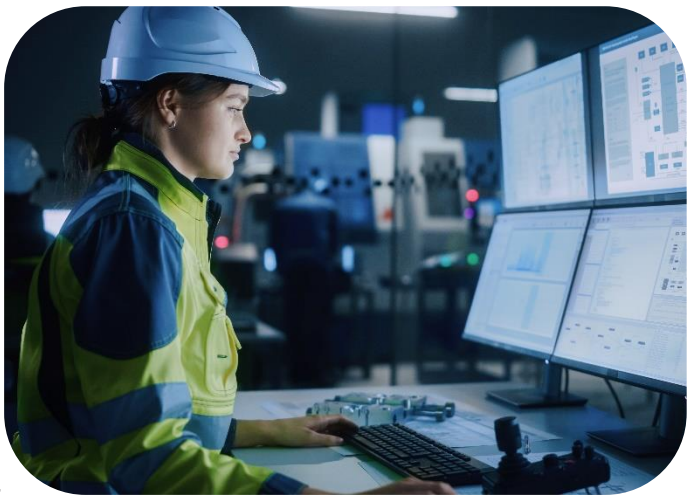
OBJECTIVE 8.3: Encourage the integration of alternative transportation into tourist activities.

Performance Measure	Benchmark
8.2.1	County comprehensive plans include alternative transportation for tourists

Practice Field, Photo source: Project Team

GOAL 9: Ensure North Florida is Ready for Future Technologies that Support Transportation

The North Florida Region will continue to embrace emerging technologies while solidifying partnerships with public sector agencies to demonstrate and deploy emerging technologies. The goal is to improve process and create efficiencies in public sector while embracing new technologies that benefit transportation in North Florida. As technology continues to advance, the promotion of clean and sustainable vehicles is vital to enhancing our region's economic competitiveness and quality of life.



Federal Performance Area: Congestion Reduction

The objectives to ensure North Florida is ready for future transportation and mobility technologies are listed below.

Objective 9.1: Accelerate Public Sector Modernization in Transportation

Policy	Benchmark
9.1.1	Engage public sector partners to deploy technologies to modernize process, improve efficiency, and find innovative solutions to transportation issues
9.1.2	Use emerging transportation data to better plan and respond to transportation issues

Objective 9.2: Promote clean and sustainable fuels, vehicles and infrastructure

Policy	Benchmark
9.2.1	Reduce petroleum consumption by increasing alternative fuels, vehicles and infrastructure diversity in North Florida
9.2.2	Collaborate with community organizations, non-profits, local governments, utilities, and private sector stakeholders to implement alternative fuel programs and initiatives that prioritize equity and inclusivity

Technical Report 2: Goals and Objective contains detailed information on the development of the 2050 LRTP Goals and Objectives.

6.0 Public Outreach

Public outreach in developing the North Florida TPO's 2050 LRTP ensures that the process is inclusive, transparent, and reflects community needs. It builds trust, improves plan quality, resolves conflicts, ensures regulatory compliance, and fosters community support, all of which are essential to successfully develop and implement of transportation projects.

6.1 Objectives of the Outreach Program

The objectives of the public outreach program for this LRTP update were to:

Gather Input

Collect feedback from a broad spectrum of the community to understand their transportation needs, preferences, and concerns.

Inform and Educate

Provide clear and accessible information about the LRTP update process, potential projects, and their impacts.

Build Trust and Transparency

Foster a transparent planning process that builds trust between the planning agency and the public.

Encourage Participation

Motivate stakeholders to actively participate in shaping the future of transportation in our region.

6.2 Obtaining Public Input

Historical Challenges and Innovations

Historically, it has been a challenge to bring large numbers of people to the table to discuss transportation projects needed over the next 20 years. Traditional methods of public engagement often face obstacles such as limited participation, accessibility issues, and logistical constraints. However, one of the beneficial outcomes of the COVID-19 pandemic has been the shift towards digital approaches for obtaining public input.

Digital Transformation in Public Outreach

The public outreach for the 2050 LRTP update included significant use of online tools, marking a transformative shift in our engagement strategy. Leveraging digital tools and platforms, this transformation enhances communication, increases accessibility, and fosters greater community involvement in decision-making processes. Adopting digital strategies is crucial in an increasingly connected world where traditional methods of outreach may not fully capture the public's voice or reach all demographics. By embracing digital tools and strategies, the TPO can reach broader audiences, foster greater participation, and make more informed decisions. This transformation represents a significant opportunity to enhance democratic processes and build stronger, more connected communities. These tools included:

Interactive Website

A dedicated website provided detailed information about the LRTP update, project timelines, and opportunities for public involvement. It featured interactive maps, project descriptions, and a platform for submitting comments.

The website contains all the Technical Memos and Reports associated with the 2050 LRTP. It also included all the supporting studies and reports the TPO has developed. PowerPoint presentations to the various groups, steering, and advisory committees are on the website.

Online Surveys

Online surveys served as a crucial tool in developing the 2050 LRTP. The primary objective of these surveys was to gather input from a broad spectrum of the community, including residents, commuters, businesses, and other stakeholders. These surveys help in understanding public priorities, concerns, and preferences regarding transportation infrastructure, services, and policies over the next 20 to 30 years. Surveys were distributed online to capture a wide range of perspectives from different demographics and geographic areas.

The surveys were designed to be user-friendly and accessible across various devices. They typically include a mix of quantitative and qualitative questions, such as multiple-choice, ranking, and open-ended questions. Topics covered included:

Current Transportation Issues: Participants were asked about their experiences with existing transportation systems, including road conditions, public transit, cycling, and pedestrian infrastructure.

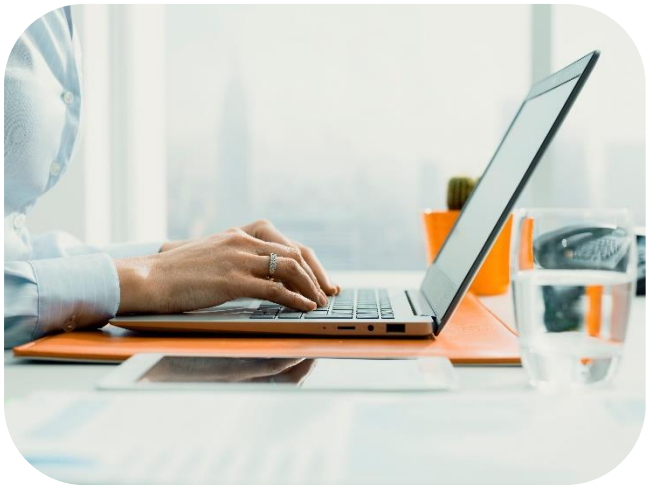
Future Transportation Needs: The surveys explored public expectations and aspirations for future transportation projects, such as new highways, transit expansions, or sustainable transportation options.

Prioritization of Investments: Respondents were asked to prioritize different types of investments, such as road maintenance, new construction, or public transportation enhancements.

Sustainability and Innovation: Questions included attitudes toward emerging technologies, like electric vehicles, autonomous transportation, and smart infrastructure, as well as support for sustainable practices.

Demographic Information: Collecting demographic data helped the TPO ensure that the feedback represents the diverse views of the community.

Social Media Posts: Strategic use of social media platforms to disseminate information, engage with the public, and drive participation in surveys and virtual meetings.



By leveraging digital tools and engaging the community at every stage, we aim to develop a LRTP that truly meets the needs of our region, both now and in the future. The innovative use of online tools has expanded our reach and enhanced our ability to gather meaningful input, setting a new standard for public engagement in transportation planning.

The North Florida TPO and its partners utilized social media platforms to promote the 2050 LRTP and mobility surveys throughout the plan update process.

6.3 Integration of Public Input

The 2050 LRTP resulted from robust technical planning and the integration of public input. Feedback from the community was crucial to creating a plan that reflects the values of people who live, work, and play in Northeast Florida. This collaborative approach ensured that the 2050 LRTP not only addressed technical and logistical aspects but also aligned with the community's vision for the future.

The North Florida TPO sought public opinions primarily in two areas: 1) 2050 Plan goals and 2) desired long-term transportation solutions.

What We Learned

The **top desired changes** to the transportation system are more use of **technology to improve traffic congestion, better public transportation** and more and safer **bicycle and pedestrian facilities**.

These responses remained the same when comparing results from all of the surveys and from input at public presentations.

Guidance from Decision Maker and Stakeholder Groups

North Florida TPO's board and committees – our decision makers – had a hands-on role in shaping the plan and were involved at key decision points and task milestones. We also convened a 2050 Plan Steering Committee to guide development of the plan by taking a deep dive into technical issues. This committee provided detailed feedback on various aspects of the plan and included volunteer community leaders, subject matter experts, and transportation planning and traffic engineering agency staff from the four-county area (see chapter: Sharing Input with Decision Makers).

Outreach for the 2050 LRTP update involved representatives from additional stakeholder groups in the planning process including environmental planning and advocacy, resiliency, transit, business, technology, bicycle and pedestrian groups, commuter assistance and more.

Public Comments on the Draft 2050 Plan

The draft 2050 Cost Feasible Plan was made available for public review and comment **August 15, 2024**. Over the next 30 days the TPO received comments on the 2050 Cost Feasible Plan. These comments were summarized and provided to the TPO Board as part of the presentation during the 2050 Cost Feasible Plan adoption.

Sharing Input with Decision Markers

Completing the loop of public involvement meant making community opinions available to those who directly influence the plan, in a timely way. To achieve this, we set up presentations for decision-makers, allowing them to consider how the community saw our planning goals and activities. These presentations dovetailed with technical presentations on various areas of the 2050 Plan, ensuring that public feedback was integrated at key stages. For a full list of presentations, see the Public Outreach Technical Report.

Who Are the Decision Makers?

The North Florida TPO's board and two advisory committees played an integral role at key decision points throughout the plan's development. Additionally, the 2050 Steering Committee focused on examining technical issues and providing feedback on various plan elements during their formative stages. These discussions ensured that decision-makers had access to both staff expertise and community input as they shaped the plan.

The ***North Florida TPO Board*** is made up of elected officials from the four-county area and its largest cities, along with representatives from the region's transportation operating agencies. This body is responsible for implementing transportation planning in Clay, Duval, Nassau and St Johns counties.

Advisory committees provide recommendations to the board that influence policy decisions. Committee members have access to the same information and presentations as the board. The North Florida TPO Advisory committees are:

- ***Citizens Advisory Committee (CAC):*** Members of the community outside the transportation industry, who offer a layperson's perspective on planning decisions.
- ***Technical Advisory Committee (TAC):*** Technical staff from various local governments and transportation operating agencies, who evaluate technical aspects of proposed plans.

The TPO also established the **2050 Steering Committee** to provide detailed feedback on various aspects of the plan. This group included members from the Citizens Advisory Committee, subject matter experts, and transportation planning and traffic engineering agency staff from the four-county area. They were provided detailed information on all aspects of the plan development, and they provided key input that shaped the outcome of the 2050 LRTP. A total of seven (7) Steering Committee meetings were held throughout the plan update.

Technical Report 7: Public Outreach contains additional details on the public outreach that was employed throughout the 2050 LRTP update.

7.0 2050 Multimodal Needs Assessment

The future roadway problems were forecast by analyzing expected congestion levels with the Northeast Florida Regional Planning Model (NERPM) as our main tool. This evaluation focused on the year 2050, employing the existing plus committed scenario—a representation of a No Build Scenario. This approach accounts for projects slated for construction within the Transportation Improvement Program (TIP), local government Capital Improvement Programs (CIP), and the FDOT Adopted Five-Year Work Program.

The findings from the deficiency analysis informed the creation of alternative solutions for the 2050 needs. Following the approach of the previous LRTP update, the 2050 LRTP aimed to establish a multimodal strategy, avoiding favoritism towards any single mode and instead integrating all modes harmoniously. The objective was to develop a Needs Plan wherein roadway projects complemented high-capacity transit endeavors, and vice versa. Moreover, initiatives outlined in bicycle/pedestrian plans, the Regional ITS Master Plan, and other transportation strategies were integrated into the 2050 Needs Plan.

Throughout the winter of 2023 and the spring of 2024, the local government partners, LRTP Steering Committee, and TPO Advisory Committees convened multiple meetings to deliberate on these deficiencies and opportunities. In response to their input, modifications were made to the project list before unveiling the draft 2050 Needs Plan.

7.1 Needs Assessment

In the intricate tapestry of urban and regional development, transportation infrastructure serves as the vital thread that binds communities together, facilitating mobility, economic growth, and societal well-being. As we navigate the complexities of contemporary urban landscapes and anticipate the challenges of tomorrow, formulating a comprehensive LRTP emerges as an imperative task.

Consistent with the FHWA's Transportation Performance Management (TPM) guidance, the North Florida TPO followed a data-driven and context-informed approach to identify and assess candidate transportation projects to prioritize in the 2050

LRTP. This process began by identifying the region's multimodal needs. That involved assessing the region's roadways using the regional travel demand model to gauge how well they currently perform and how they are projected to perform in the future according to a data model. Performance measures were designated to correspond with the objectives of the 2050 Plan Update, ensuring that the needs identified reflect the transportation network's capacity to fulfill the goals and performance targets set by the TPO.

The following three steps were used to identify the multimodal needs:

The 2050 Needs Plan provides a comprehensive framework for all essential transportation modes, including roadways, public transit, commuter rail, cycling, pedestrian pathways, freight mobility initiatives, enhanced safety measures, and investments in smart transportation technology. This plan features a blend of long-range and short-range strategies, actions, and programs aimed at building a cohesive, multimodal transportation system. By prioritizing an integrated approach, the plan seeks to ensure the safe and efficient movement of people and goods, addressing both the immediate and anticipated mobility demands of North Florida. Through its focus on innovation, sustainability, and adaptability, the 2050 Needs Plan is designed to support economic growth and improve quality of life while accommodating the region's evolving transportation needs.

7.2 2050 Needs Plan Project Development

Developing needed transportation projects in the LRTP is a collaborative and iterative process that balances technical analysis, stakeholder input, and long-term visioning to create a sustainable and resilient transportation system that meets the needs of communities now and in the future.

Project Types

As previously discussed, the 2050 Needs Plan contains a variety of project types and programs to meet the region's mobility needs. The projects contained within the plan are described below.

Roadway Projects

The roadway projects outlined in the 2050 Needs Plan aim to cater to the projected mobility requirements along various corridors across the region. This plan encompasses a variety of roadway projects, including the expanding of arterial roads with extra lanes and integrating numerous new

roadways in Nassau and St. Johns counties. Additionally, general-purpose lanes on the interstate system have been identified as necessary for meeting demands by 2050.

For projects involving arterial and collector roads, the plan anticipates that these enhancements will incorporate suitable amenities for bicycles and pedestrians. This could entail the addition of sidewalks, designated bike lanes, and separate multi-use trails.

Regional Transit Projects

Regional transit projects in Northeast Florida encompass a variety of initiatives aimed at improving the transportation infrastructure, enhancing mobility, and addressing the growing needs of the population. These projects involve collaboration between local governments, transit authorities, and other stakeholders to create a cohesive and efficient transit system. Listed below are some key regional transit projects in Northeast Florida:

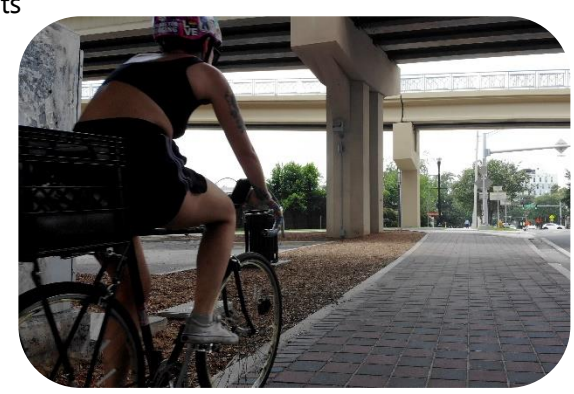
- Express Bus Service
- Bus Rapid Transit (BRT)
- Ultimate Urban Circulator (U2C)
- Regional Commuter Rail
- Skyway Modernization Program
- Intercity Bus Services
- Park-and-Ride Facilities
- Amtrak and High-Speed Rail Initiative
- Integrated Fare Systems
- Transit-Oriented Development (TOD)

JTA Bus, Photo source: Project Team

The regional transit projects in Northeast Florida represent a comprehensive approach to improving transportation infrastructure, enhancing mobility, and supporting sustainable growth. These initiatives, involving modernized bus services, proposed commuter rail systems, and integrated fare solutions, aim to create an efficient, accessible, and interconnected transit network.

Pedestrian, Bicycle and Trail Projects

Active transportation or pedestrian, bicycle and trail, projects included in the 2050 Needs Plan are based upon the *2023 Regional Bicycle and Pedestrian Master Plan*. These projects account for future pedestrian and bicycle needs based on existing conditions, existing plans, and currently recommended design standards. Furthermore, these recommendations include a list of subarea studies, trail studies, and other bicycle and pedestrian-related programs that are needed to address safety issues and demand for active transportation alternatives.



Biker, Photo source: Project Team

Transportation Systems Management and Operations (TSM&O) Projects

Transportation Systems Management and Operations (TSM&O) refers to an integrated program designed to optimize the performance of existing infrastructure by implementing multimodal and intermodal, cross-jurisdictional systems, services, and projects. TSM&O projects aim to enhance safety, mobility, and reliability by utilizing advanced technologies and strategies.

Regional TSM&O projects are critical for optimizing the performance of transportation systems in a cost-effective and sustainable manner. By leveraging advanced technologies and fostering cross-jurisdictional collaboration, these projects can significantly improve safety, mobility, and reliability for all users. As regions continue to grow and face increasing transportation challenges, TSM&O strategies will play an essential role in managing and enhancing transportation infrastructure.

Blanding Blvd, Photo source: Project

Regional Freight Projects

The North Florida TPO region is located at the confluence of three major railroads (Norfolk Southern, CSX and Florida East Coast (FEC)) and two major interstate facilities (I-10 and I-95). North Florida includes major port facilities at Blount Island, Dames Point Talleyrand and Fernandina; an international airport; and a spaceport facility at Cecil Commerce Center.

With over 55 million people, or 17% of the U.S. population, reachable within a day's truck drive, the region is the gateway to Florida's 22.6 million residents. These unique transportation assets establish our region as America's Logistics Center.

I-95, Photo source: Project Team

According to the Bureau of Transportation Statistics, the transportation industry in the Jacksonville metropolitan area generated $3.6 billion in direct household wages, accounting for 6.5% of all wages earned. The transportation and logistics sector represents 4.7% of the region's gross domestic product.

Freight flows within the region are projected to outpace population growth by 2050. To address this, the North Florida TPO has developed the *2024 Regional Freight Plan*, which addresses future freight movement needs. This includes mitigating significant delays at grade railroad crossings, expanding truck parking, enhancing gate security and access at port facilities, and improving the interstate system.

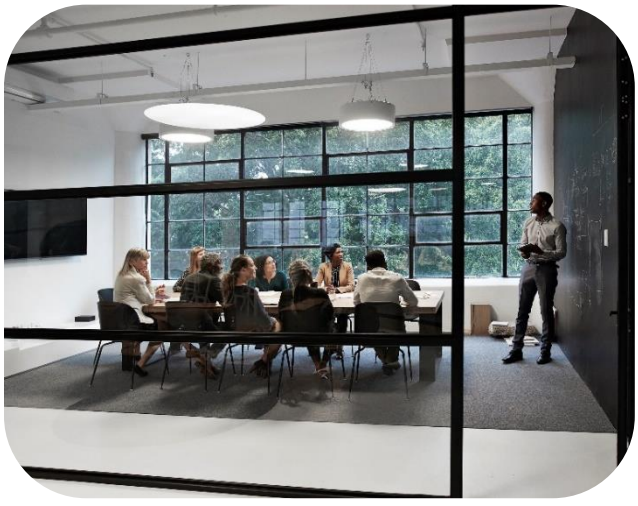
Review of Previous and Ongoing Studies

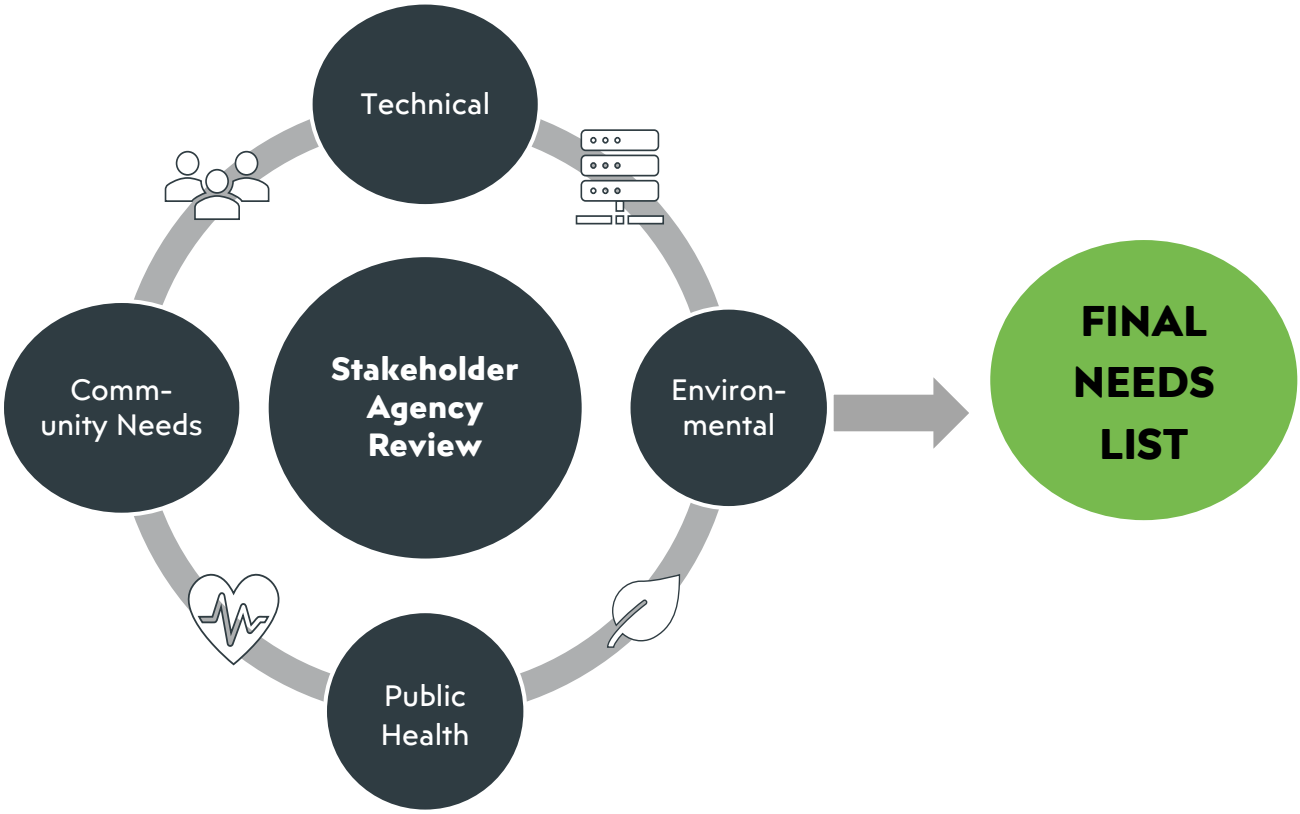
The development of the 2050 Needs Plan began with a review and confirmation of previous and ongoing studies throughout the region. The following sources were used to define the needs:

- 2045 Long Range Transportation Plan (LRTP)
- Alternatives Fuels Master Plan
- Committed Development Projects Provided by Local Governments
- Coordination with local governments and stakeholders on additional needs
- FDOT's Strategic Intermodal Systems Needs Plan and Cost Feasible Plan (includes 1st Five Years and 2nd Five Years)
- FDOT's Adopted Work Program
- Local Government Comprehensive Plans
- Local Government Mobility Plans
- Northeast Florida Regional Intelligent Transportation System (ITS) Master Plan
- North Florida TPO 2024 List of Project Priorities
- North Florida TPO Congestion Management Process (CMP) Plan
- North Florida TPO Regional Bicycle and Pedestrian Plan
- North Florida Regional Multi-Use Trails Plan
- North Florida TPO Transportation Improvement Program (TIP)
- Regional Freight Network Plan
- Regional System Safety Plan
- Smart Region Master Plan

Agency Review and Finalizing Needs

The multi-stage agency review process for the 2050 Needs Plan was essential in creating a robust, well-rounded transportation strategy that aligns with regional, state, and federal goals. By involving various agencies and stakeholders, the plan was thoroughly vetted, ensuring it addresses technical, environmental, public health, and community needs. This comprehensive review process ultimately helps in developing a transportation plan that is sustainable, efficient, and responsive to the diverse needs of the North Florida TPO region.





Future Conditions

The relationship between land use and transportation is deeply interconnected. The evolution of communities significantly shapes transportation preferences and the effectiveness and desirability of transportation networks. The pattern and manner in which a region expands lay the groundwork for the nature and whereabouts of forthcoming transportation investments.

Population estimates were used to determine control totals for each county. The TPO obtained future-year population estimates from the University of Florida, Bureau of Economic and Business Research (BEBR), Volume 46, Bulletin 165 for use as control totals for each of the counties within the study area.

The BEBR population estimates were utilized as the control totals for Projected Year data. The recommended control totals for each county are shown in **Table 7-1** below.

Table 7-1 Total Population Forecasts

Location	2010	2015	2020	2040	2050
TPO Region	**1,318,481**	**1,396,953**	**1,577,589**	**-**	**-**
Clay	190,865	201,277	218,245	270,279	285,400
Duval	864,263	905,574	995,567	1,217,744	1,278,100
Nassau	73,314	76,536	90,352	125,257	136,500
St. Johns	190,039	213,566	273,425	429,916	481,100

Nocatee, Photo source: Project Team

Appendix A presents the 2050 Needs Plan tables and maps. **Technical Report 5** presents the details of the development of the 2050 Needs Plan.

8.0 Resiliency

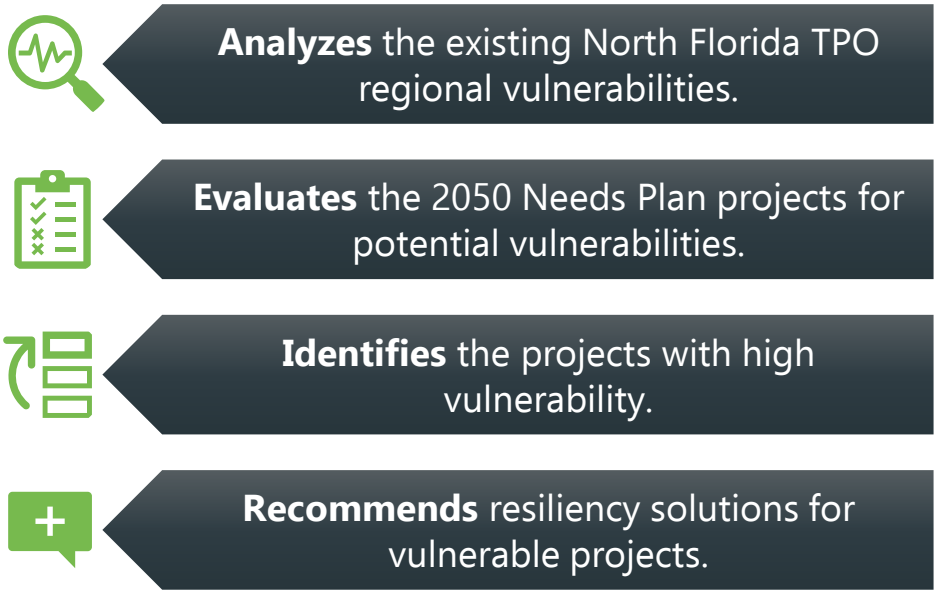
Resiliency in the context of transportation planning refers to the ability of transportation systems to withstand, adapt to, and recover from adverse conditions, such as extreme weather events, natural disasters, and long-term environmental changes. In North Florida, where the transportation infrastructure is frequently challenged by hurricanes, flooding, and other environmental factors, resiliency is particularly relevant.

Effective resiliency planning ensures that transportation networks remain functional and reliable during and after such events, minimizing disruptions and maintaining critical connectivity. This is crucial not only for the safety and mobility of residents but also for the economic stability and growth of the region. By integrating resiliency into transportation planning, the North Florida TPO can better protect its infrastructure investments, reduce recovery costs, and enhance the overall quality of life for its communities.

Given the region's susceptibility to extreme weather events and other climate-related challenges, it is crucial to integrate resiliency into the LRTP to enhance the durability, reliability, and longevity of the region's transportation infrastructure. This technical memo provides a comprehensive analysis of susceptible locations within the region and identifies future projects that will fortify vulnerable facilities within the transportation network aimed at bolstering the resiliency of the regional transportation system. By proactively addressing these vulnerabilities, the North Florida TPO works to ensure a sustainable, efficient, and resilient transportation framework that can withstand and adapt to future adversities.

Approach

The 2050 LRTP evaluates regional resiliency using the following methodology:



Base Data

A comprehensive regional resiliency analysis for Northeast Florida requires an understanding of various environmental threats that impact the region's infrastructure and communities. Key data sets integral to this analysis include flood risk visualizations for both riverine and coastal areas, storm surge projections, and sea level rise scenarios.

Flood Risk Data: Encompasses riverine and coastal flood risk. Riverine flood risk provides insights into areas susceptible to flooding from rivers and streams, highlighting zones that face a 1% annual chance of flood, commonly referred to as the 100-year floodplain. Coastal flood risk data extends this analysis to include the impacts of tidal and storm-induced flooding on coastal communities.

Storm Surge Data: Predicts the abnormal rise of water levels due to storm events. Storm surge data is critical for assessing potential inundation and infrastructure damage during hurricanes and severe storms.

FDOT Resilience Action Plan: Identifies geographic areas that may be subject to water-related hazards. Additional information or detailed studies are needed to determine if the road or bridge itself would be impacted by a hazard based on specific characteristics of the facility and location.

Sea Level Rise Data: Offers long-term projections of rising ocean levels, essential for planning future infrastructure resilience in the face of gradual yet persistent changes in coastal water levels.

Collectively, these data sets form the basis of this resiliency analysis, enabling to the TPO to develop strategies that enhance the region's ability to withstand and recover from environmental challenges. Each of these data sets are described in further detail and displayed graphically for the region on the following pages.

Flood Risk

Analyzing flood risk in transportation planning informs the design and placement of infrastructure to enhance resiliency, ensuring routes remain operational during extreme weather events and mitigating long-term economic and safety impacts.

Flood risk within the region was evaluated using the National Risk Index (NRI)[1] published by the Federal Emergency Management Agency (FEMA). The NRI is a dataset and online tool that helps to illustrate the areas most at risk for 18 natural hazards across the United States and territories. The NRI leverages available source data for natural hazard data to develop a baseline relative measurement.

The NRI data utilized in this resiliency analysis were coastal flood risk and riverine flood risk. The risk index is displayed in **Figures 1-1** and **1-2** by Census tract across the following categories: *Very Low, Relatively Low, Relatively Moderate, Relatively High and Very High.*

Coastal Flood Risk

Figure 8-1 displays the coastal flooding risk throughout the region. The areas within the region with relatively high coastal flooding risk are concentrated along the coast of St. Johns County generally east of the intracoastal waterway. Areas with relatively moderate coastal flooding risk are located along the coastal areas of the region, primarily west of the intracoastal waterway and in the vicinity of the St. Johns River. Areas within western Clay, Duval, and Nassau counties have the lowest coastal flood risk.

Riverine Flood Risk

Figure 8-2 displays the riverine flooding risk throughout the region. The areas within the region with lower riverine flooding risk are generally concentrated in western Clay and Nassau counties. The areas with higher flood risk are scattered throughout Duval and St. Johns counties, primarily near the creeks and intracoastal waterway. Clay and Nassau counties generally have relatively low to relatively moderate flood risk.

100 Year Floodplain

Figure 8-3 displays the areas within FEMA's 100-year floodplain across the region[2]. 100-year floodplain data identifies areas with a 1% annual chance of flooding.

---

[1] The National Risk Index is a dataset and online tool that helps to illustrate the communities most at risk for 18 natural hazards across the United States and territories. The shapefile feature layer contains Census tract-level data and was updated in May 2023.

[2] The dataset was derived from the Digital Flood Insurance Rate Map (FIRM) database which depicts flood risk information. The dataset "DFIRM_100_DEC22" was downloaded from the Florida Geographic Data Library (FGDL) current data catalog.

Figure 8-1 Coastal Flooding Risk

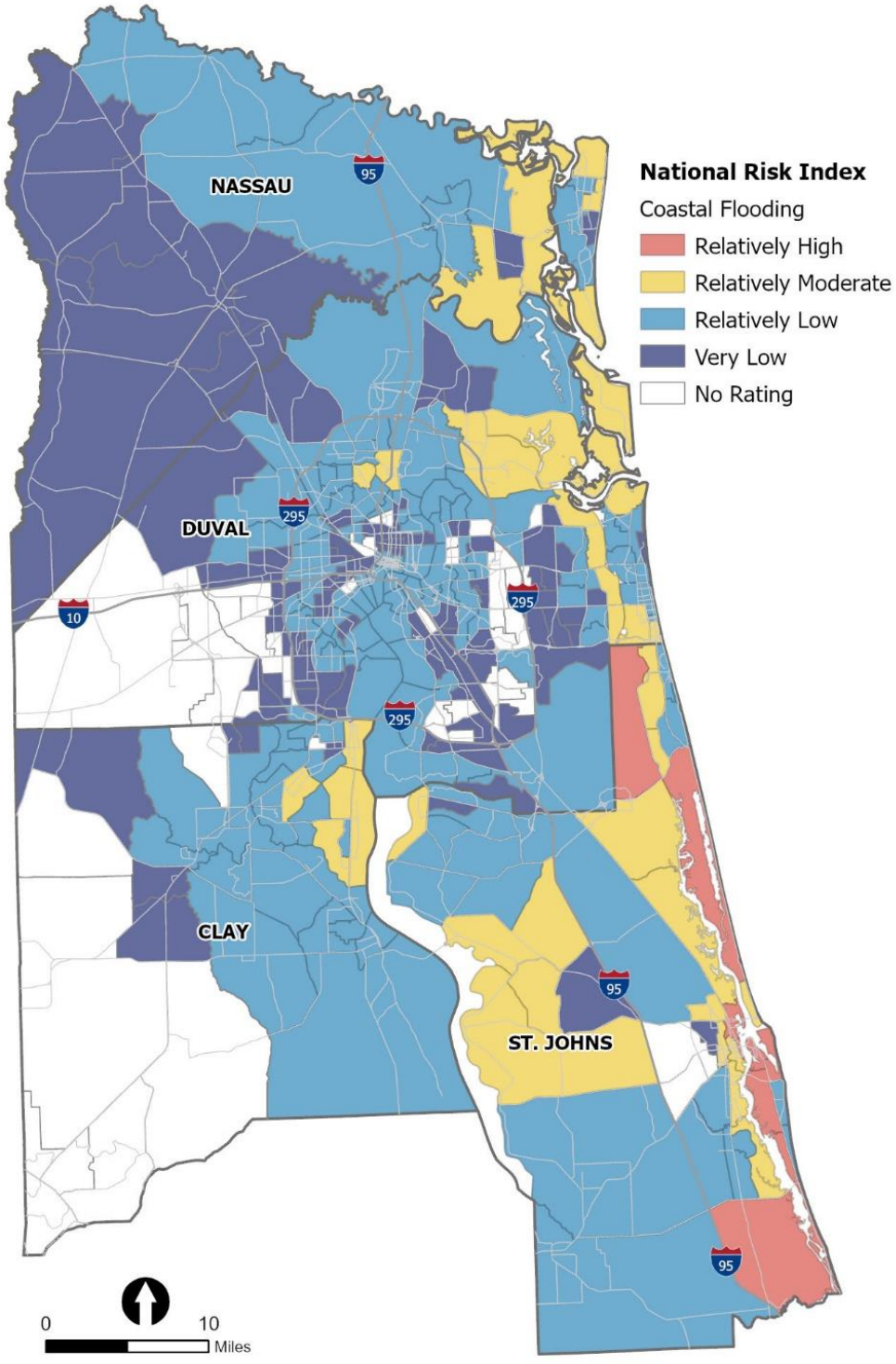


Figure 8-2 Riverine Flooding Risk

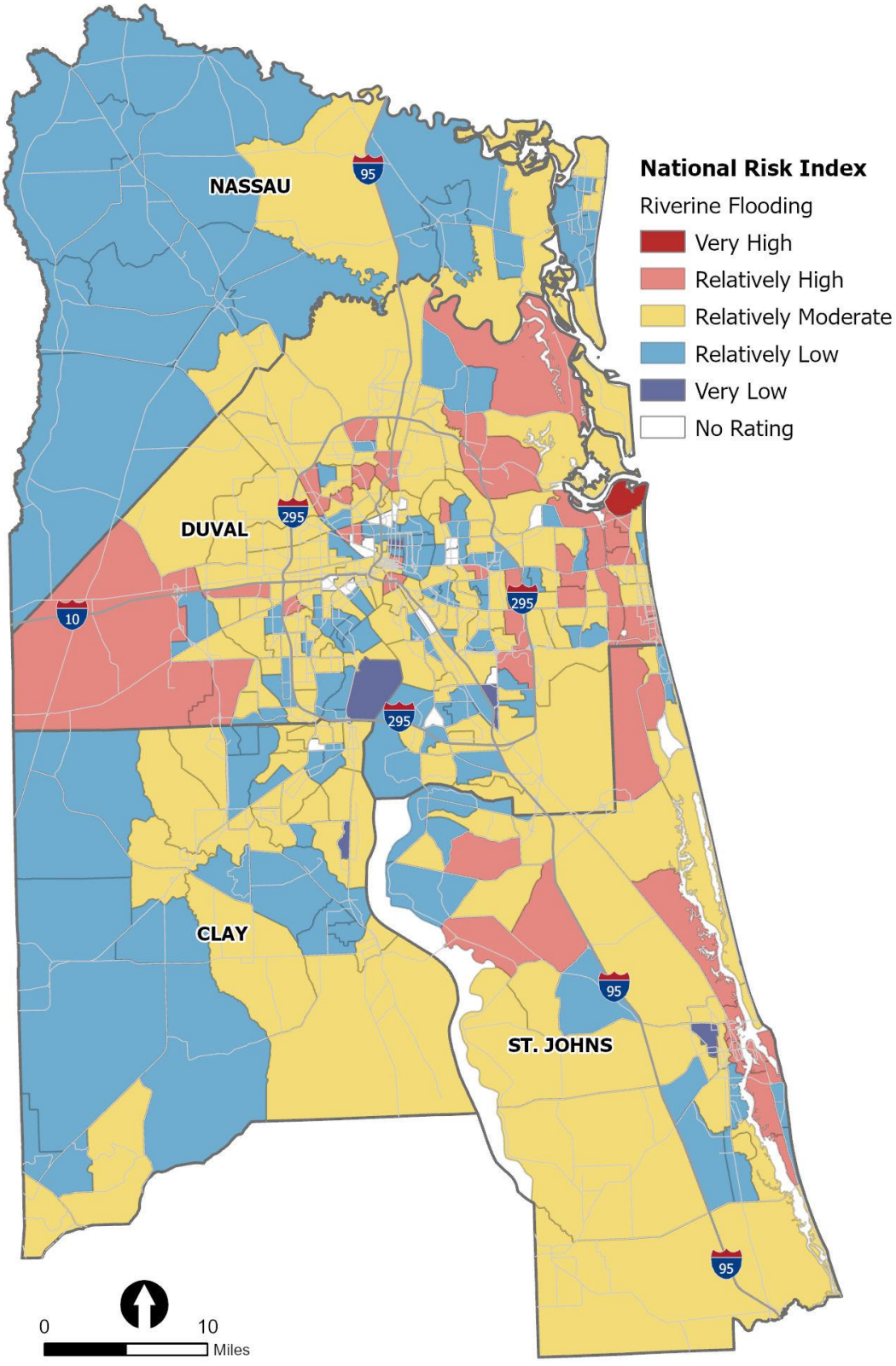
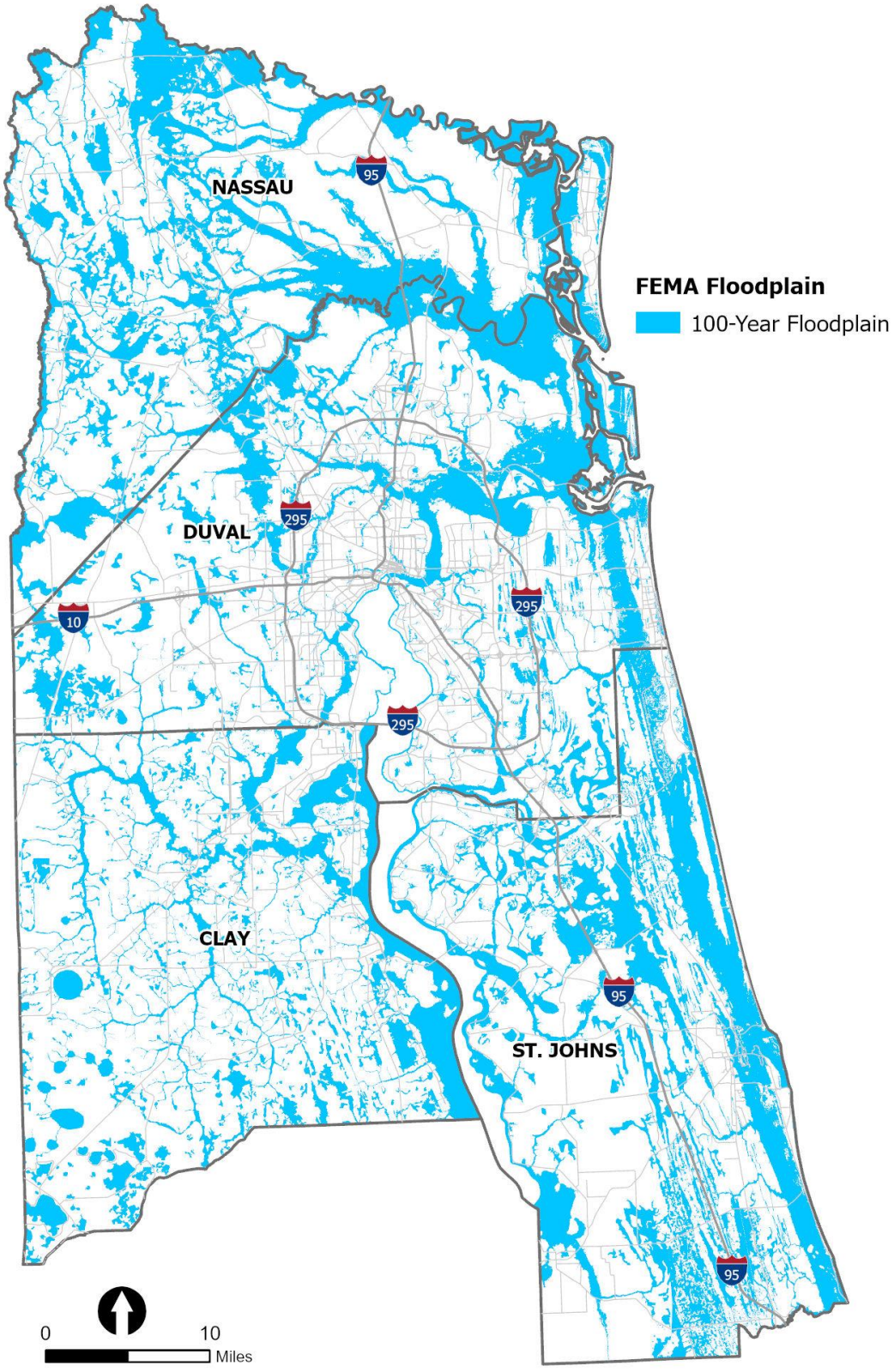


Figure 8-3 100-Year Floodplain



Storm Surge

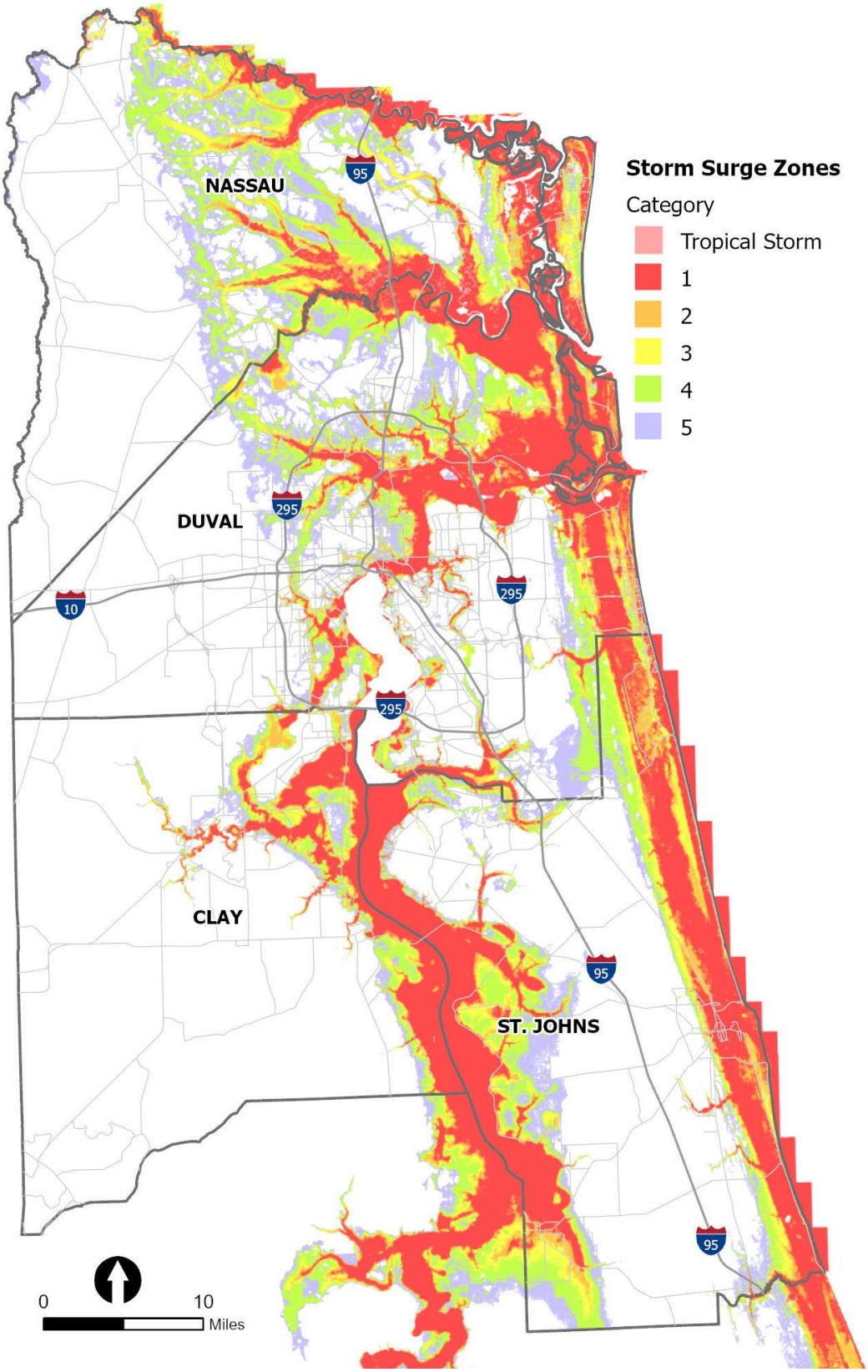
Storm surge, which is the atypical rise of water generated by a storm, poses significant risks to coastal areas, including Northeast Florida. This weather event, often exacerbated by hurricanes, can lead to severe flooding, infrastructure damage, and disruption of transportation networks. Long-term transportation planning within the region must incorporate strategies to mitigate these risks, such as elevating roadways, enhancing drainage systems, and designing resilient bridges. By proactively addressing storm surge threats, the region can better protect its transportation infrastructure, ensuring continued connectivity and economic stability in the face of extreme weather events.

Figure 8-4 displays the storm surge zones used for statewide regional evacuation studies provided by the Florida Division of Emergency Management (FDEM)[3]. The areas within the region that will be most impacted by storm surge are the coastal areas as well as those within the vicinity of the St. Johns River and surrounding creeks.

Hurricane storm surge, Florida, 2022. Photo source: Florida National Guard.

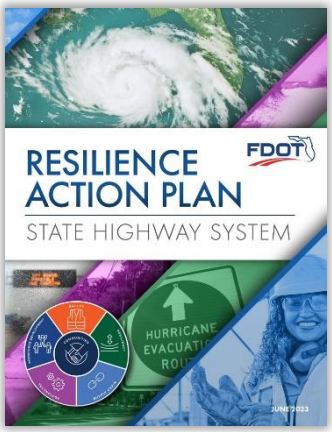
[3] Data layer provided directly from the Florida Division of Emergency Managements (FDEM) REST services. Storm surge zones from Statewide Regional Evacuation Studies (https://floridadisaster.org/res) clipped against 1:12,000 Florida shoreline.

Figure 8-4 Storm Surge Zones



FDOT Resilience Action Plan (RAP)

Published in June 2023, FDOT's RAP examines the vulnerabilities of the State Highway System to flooding, storm surge, and other outside forces and identifies areas Florida can prioritize investments. Although the RAP focuses on the State Highway System, it also considers that county and local facilities are critical linkages in the transportation system as a whole and may also be impacted by the hazards.



The plan also identifies strategies for enhancing resilience in the planning, development, design, construction, operation, and maintenance of the State Highway System.

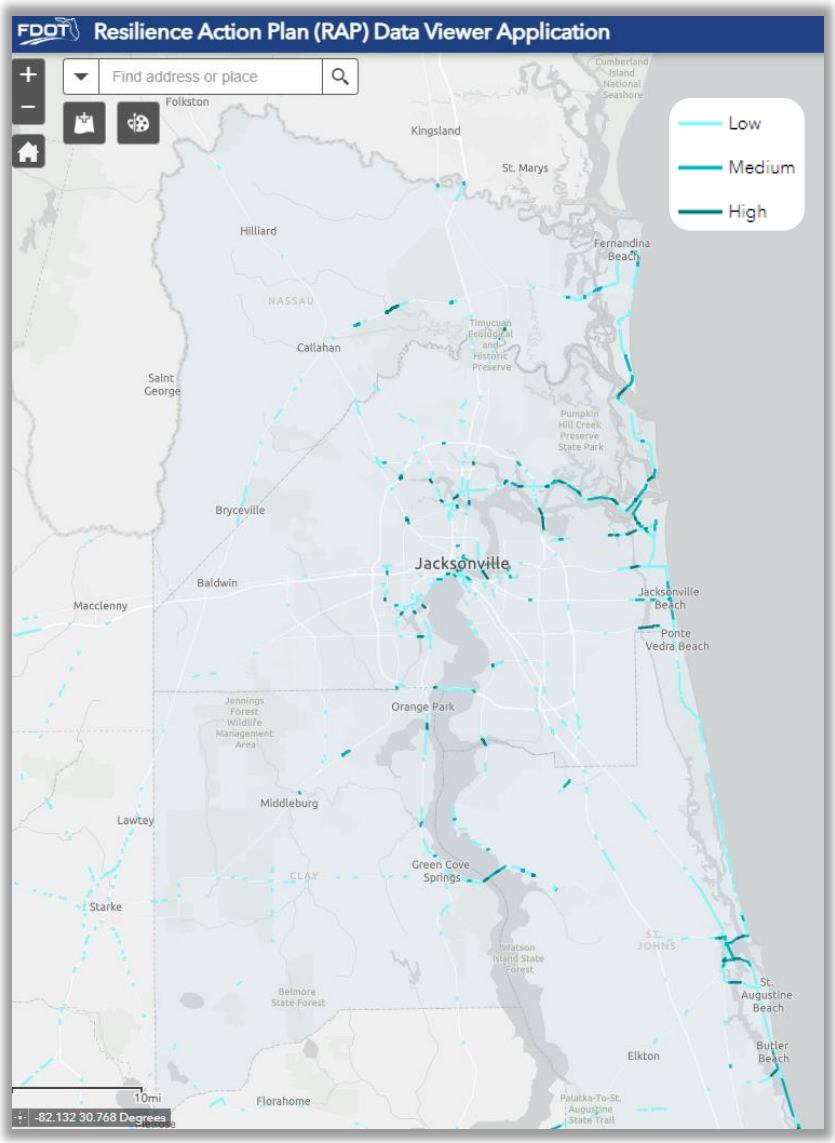
RAP Data Viewer

The key tool used in the North Florida TPO regional resiliency analysis is the [interactive RAP Data Viewer] provided by FDOT.

This data viewer displays the three tiers (low, medium, high) to prioritize segments within geographic areas that may experience impacts.

The interactive tool allows users to upload data to the application. For the analysis, the Needs Plan Projects shapefile was uploaded to the application. Projects that were identified within any of three tiers were added to the list of vulnerable projects.

FDOT noted that additional studies are needed on a project-by-project basis to determine if the road or bridge itself would be specifically impacts by water-related hazards.



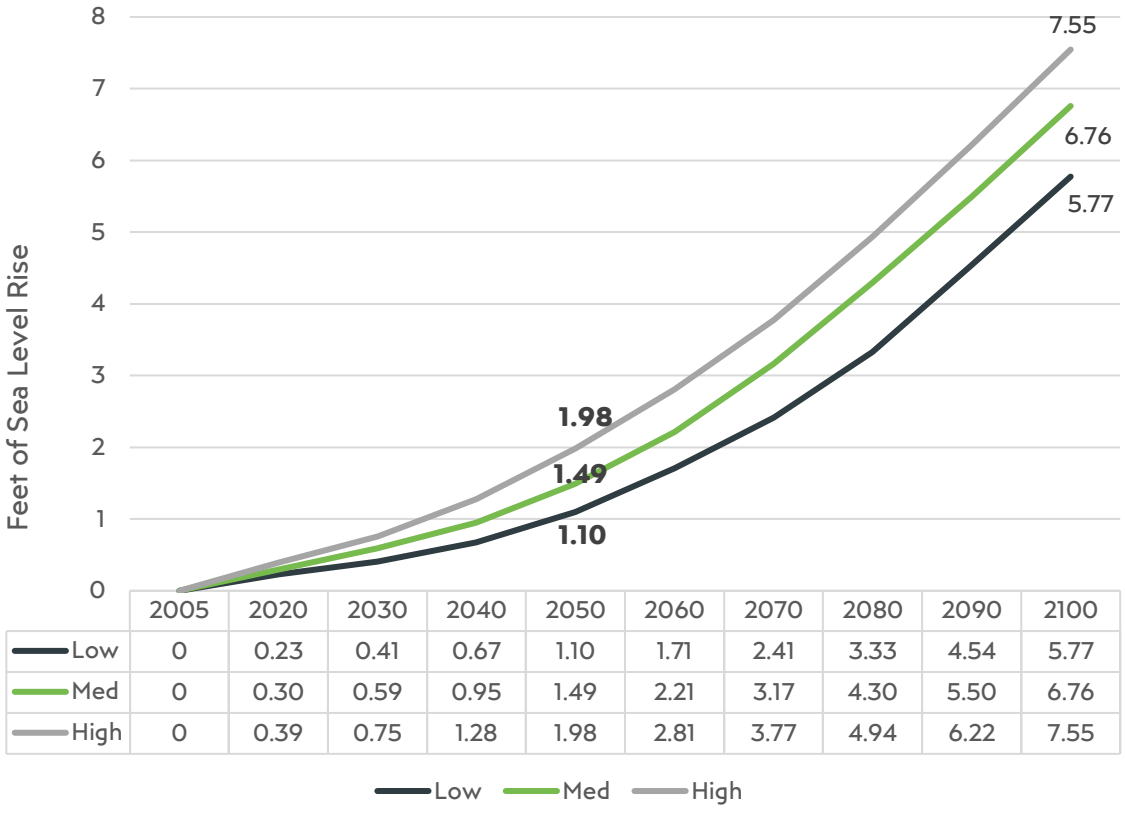
Screenshot from RAP Data Viewer Application, July 2024.

Sea Level Rise Projections

Sea level rise data for the region was extracted from the National Oceanic and Atmospheric Administration (NOAA) 2022 Sea Level Rise Projections dataset[4]. ***Table 5-1*** provides the high, medium, and low scenarios for the region. The data shown in this figure represents the average projections from the two-water level station reporting sites within the region that are located in Fernandina Beach and Mayport. From these projections, there is estimated to be between a 1.10 and 1.98-foot rise of sea level within the region by 2050. By 2100, the sea level rise is projected to be between 5.77 feet and 7.55 feet. The 2-foot sea level rise is displayed graphically in ***Figure 5-5***.

The areas within the region that will be most affected by projected sea level rise are those areas along the Atlantic coast and intracoastal waterway, near the St. Johns River, and near the adjoining creeks.

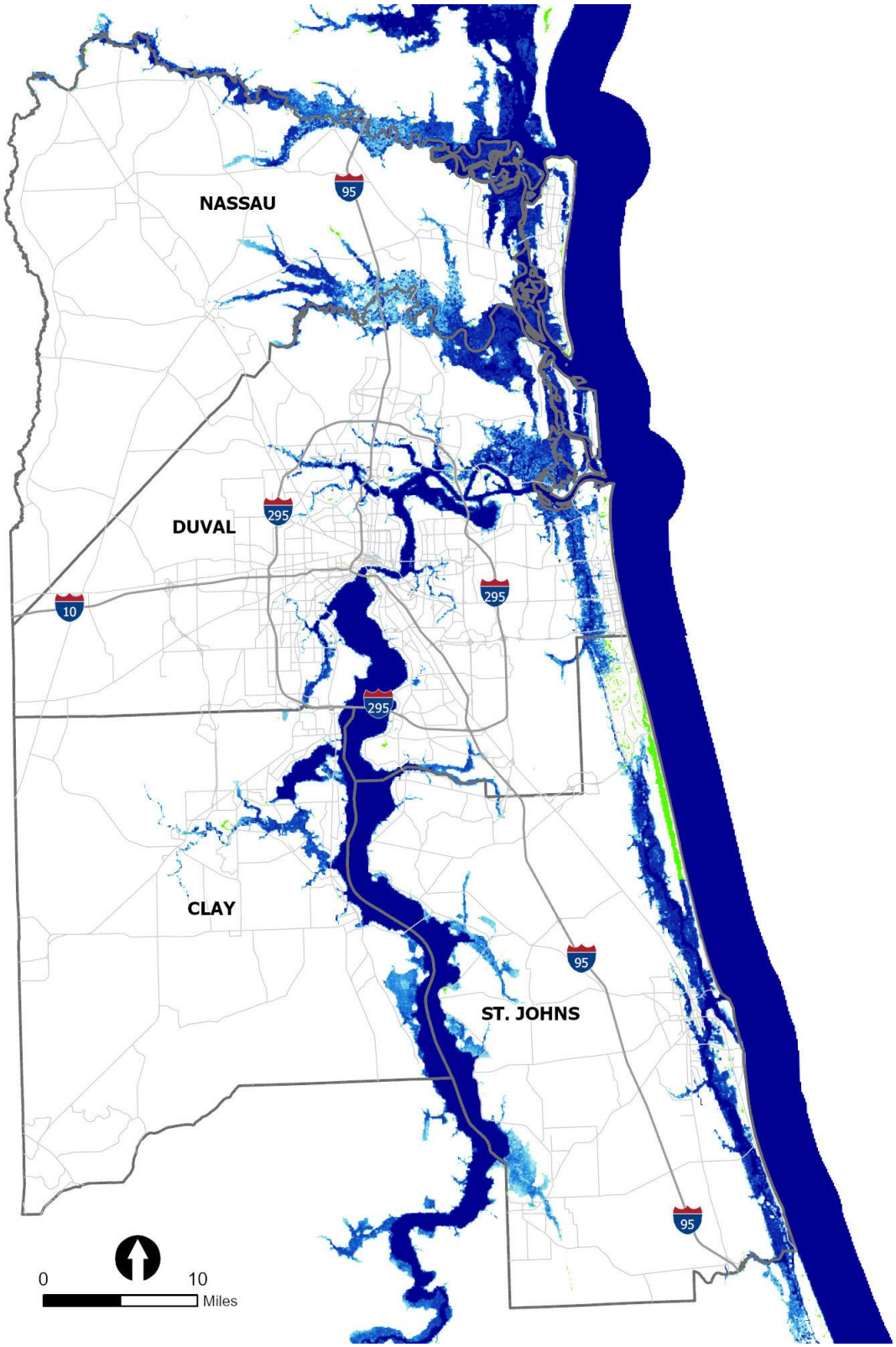
Table 8-1 North Florida Sea Level Rise Projections through 2100



	2005	2020	2030	2040	2050	2060	2070	2080	2090	2100
Low	0	0.23	0.41	0.67	1.10	1.71	2.41	3.33	4.54	5.77
Med	0	0.30	0.59	0.95	1.49	2.21	3.17	4.30	5.50	6.76
High	0	0.39	0.75	1.28	1.98	2.81	3.77	4.94	6.22	7.55

[4] *Global and Regional Sea Level Rise Scenarios for the United States: Updated Mean Projections and Extreme Water Level Probabilities Along U.S. Coastlines. NOAA Technical Report NOS 01. National Oceanic and Atmospheric Administration, National Ocean Service, Silver Spring, MD, 111 pp. (2022). Two meter rise scenario utilized.*

Figure 8-5 Sea Level Rise, 2-Foot Scenario



8.1 Resiliency Analysis

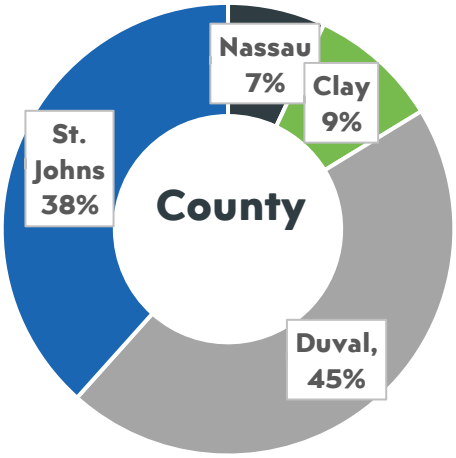
Using the resiliency base data for the region, the 2050 Needs Plan Projects were spatially evaluated for their potential future vulnerabilities. The analysis yielded a list of **86 projects** that would be candidates for resiliency mitigation strategies to address their potential vulnerabilities. A complete list of the vulnerable projects is included in the Resiliency Technical Memorandum.

Vulnerable Project Locations

A majority of these projects are along the Atlantic Coast or the intracoastal waterway, with some located within the vicinity of the St. Johns River or the adjoining creek system. Most of the vulnerable projects are located in either Duval or St. Johns counties, each with over 30 identified projects. **Figure 8-6** provides the breakdown of projects by county.

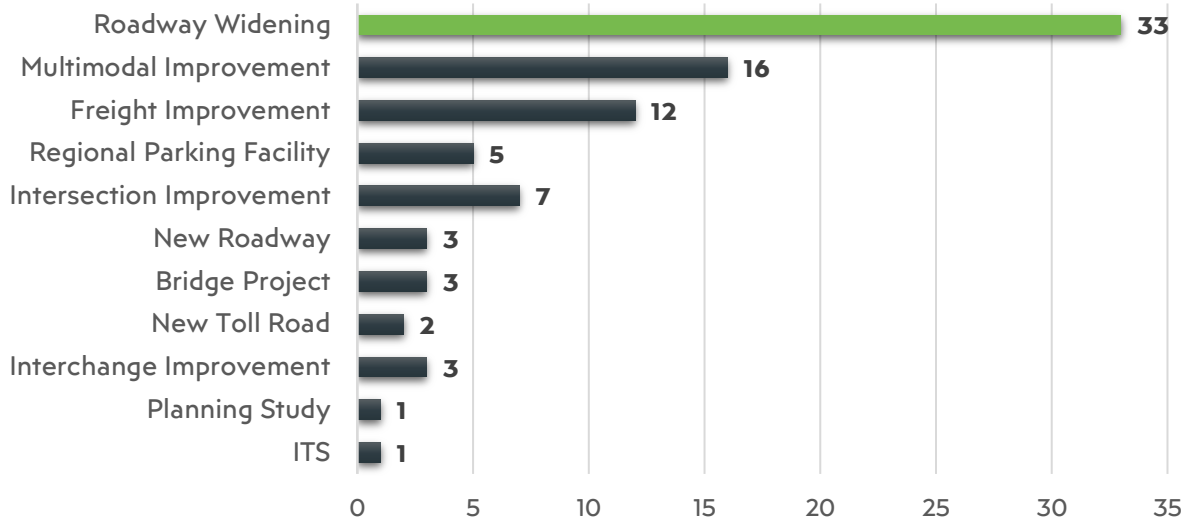
Figure 8-6 Vulnerable Projects by County

County	# Projects	% Projects
Duval	39	45%
St. Johns	33	38%
Clay	7	9%
Nassau	5	7%
Grand Total	**70**	**100%**



Vulnerable Project Type

Every type of project within the needs plan was reflected in the vulnerable projects list. The most common project types were roadway widening, multimodal improvements, and freight improvements.



8.2 Resiliency Solutions

To address the potential future vulnerabilities of the identified projects within the 2050 Needs Plan, a set of resiliency solutions were developed that provide a comprehensive array of strategies and measures tailored to enhance the resilience of transportation projects. The resiliency solutions listed in **Table 8-2** provide planners, engineers, and policymakers with practical solutions to mitigate the impacts of environmental impacts, extreme weather events, and sea level rise, ensuring the durability and reliability of North Florida's transportation network. By integrating these innovative approaches into the LRTP, the region can proactively safeguard its infrastructure, communities, and economy, fostering a more resilient and sustainable future.

Table 8-2 Resiliency Solutions

Solution	Type of Infrastructure Impacted					General Cost Estimate
	Bike/ Ped	*Bridge*	*Roadway*	*Transit*	*Regional Parking Facility*	
Develop a hazard mitigation plan to implement during emergencies	●	●	●	●	●	Low
Increase infrastructure monitoring during extreme weather events	●	●	●	●	●	Low
Incorporate sea level rise into infrastructure planning	●	●	●	●	●	Medium
Install green infrastructure	●	●	●	●		Low
Relocate facilities to higher elevations	●	●	●	●	●	High
Build flood barriers to protect infrastructure	●	●	●	●	●	Medium
Install erosion control measures and improve soil strength	●	●	●	●	●	Medium
Plan road alignments and structures to avoid floodplains, as feasible	●	●	●	●	●	Low
Improve detour/alternative routes		●	●			Low
Strengthen support structures and embankments		●	●			Medium
Improve drainage by reducing impervious surfaces and installing other streetscaping	●		●			Low

9.0 Environmental and Equity Considerations

9.1 Environmental Considerations

The North Florida TPO is dedicated to reducing and addressing the negative effects of transportation projects on both the natural and built environments to preserve and improve the quality of life. In Florida, environmental mitigation for transportation projects is conducted in collaboration with the North Florida TPO, FDOT, and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (DEP). These efforts are guided by Section 373 of the Florida Statutes (F.S.), which outlines the requirements for mitigation planning, permitting, mitigation banking, and addressing habitat impacts.

During the 2050 LRTP update process, the North Florida TPO worked closely with environmental agencies and experts, ensuring they were informed of all meetings and given opportunities to provide input. This collaboration was facilitated through the LRTP Steering Committee, which includes representatives from the following organizations:

- U.S. Environmental Protection Agency (EPA)
- Florida Fish and Wildlife Conservation Commission
- U.S. Army Corps of Engineers
- Northeast Florida Water Management District
- National Marine Fisheries Service
- Florida Department of State
- Local government environmental departments

When dealing with environmental mitigation, the general approach is to avoid impacts, minimize them when possible, and mitigate any unavoidable impacts. Additionally, land use and natural features in the region require careful planning to create an interconnected transportation network. The following factors were, and will continue to be, considered during transportation project development:

Wildlife and Habitat: Northeast Florida is recognized as a "biological hotspot" due to the presence of many rare species unique to this region. The Florida Fish and Wildlife Conservation Commission (FWC) has identified Strategic Habitat Conservation Areas (SHCAs) based on the habitat needs of listed species. The highest-priority SHCAs are predominantly found on public lands, making it essential to consider these areas in project planning.

Wetlands and Floodplains: These are protected resources, and transportation projects should aim to avoid them whenever possible. If impacts are unavoidable, mitigation is required. Wetlands and floodplains influence the placement of new transportation corridors, the design of improvements, and the overall project cost due to environmental mitigation and design requirements.

Sections 373.47137 and 373.4139, F.S. require that impacts to habitat be mitigated through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the DEP.

Efficient Transportation Decision Making (ETDM) Process

Florida's ETDM process was developed as a framework to fulfill federal and state consultation and environmental planning requirements. The ETDM process uses a multi-agency team approach to identify transportation solutions that are responsive to environmental and cultural preservation goals and community quality of life objectives. The overall intent of the process is to improve transportation decision-making by integrating a balanced consideration of potential project effects to natural, cultural and community resources within the realm of transportation planning and by providing for early coordination with tribal nations, environmental resource agencies and the public. The tool features a wealth of environmental and sociocultural data that allows a comprehensive review of projects and their potential impacts. The ETDM process essentially allows the North Florida TPO to:

- Facilitate early, continuous and meaningful consultation with stakeholders
- Evaluate the relative environmental effects of transportation projects that are being considered for inclusion in the 2045 Plan Update and identify fatal flaws/impacts as early as possible in the planning phase
- Easily obtain comments from stakeholders about potential effects of transportation projects proposed for federal and state funding
- Identify an array of mitigation strategies for the different types of potential project impacts in coordination with environmental resource agencies
- Facilitate early NEPA reviews/approvals of projects and effective/timely decisions

Mayport, Photo source: Project Team

9.2 Equity Considerations

Equity considerations in the 2050 LRTP aim to ensure that transportation systems are fair and accessible to all people, regardless of race, income, age, ability, or location. In the context of LRTP, equity addresses the need to distribute transportation benefits and burdens equitably across diverse communities, particularly those that have been historically marginalized or underserved.

Murry Hill, Photo source: Project Team

Equity considerations must also ensure that transportation investments are spread fairly across different geographic areas, particularly between urban, suburban, and rural regions. This means addressing disparities in transportation infrastructure and services between different regions:

- Improving rural access to transportation networks, where limited transit options can create isolation
- Ensuring that suburban and exurban areas, which might be experiencing rapid growth, are not overlooked in transportation planning
- Balancing investments in high-density urban centers with those in lower-density areas to meet diverse community needs

The 2050 LRTP considers the role of transportation in providing equitable access to economic opportunities. For marginalized populations, transportation can be a significant barrier to accessing jobs, education, and other essential services. Key strategies to promote economic equity include:

- Creating efficient and reliable public transit routes that connect low-income communities to major employment hubs
- Designing transportation projects that stimulate local economies and generate jobs in disadvantaged communities
- Ensuring that transportation construction and maintenance jobs are accessible to residents from underrepresented groups through local hiring practices and workforce training programs

By incorporating these equity considerations into LRTPs, the North Florida TPO and its partners can create systems that serve the needs of all communities, promote fairness, and contribute to social and economic mobility for everyone, especially those historically marginalized.

Technical Memos on Environmental Justice and the ETDM Process contain additional details.

9.3 Affordable and Workforce Housing Considerations

Incorporating affordable and workforce housing into a long range transportation plan is essential for creating sustainable and equitable communities. By aligning housing development with transportation infrastructure, the region can reduce commute times, lower transportation costs, and improve access to jobs and essential services. This approach not only supports low- and moderate-income residents but also enhances overall urban efficiency and livability, ensuring that growth benefits all segments of the population.

Affordable Housing vs. Workforce Housing

Affordable Housing

- **Definition**: Housing that is affordable to those with a median household income or below, spending no more than 30% of their income on housing costs (including rent, mortgage, utilities, etc.
- **Target Population:** Low- to moderate income families, seniors, people with disabilities, and others who might struggle to afford market-rate housing
- **Impact on Transportation**: Affordable housing is often located in areas where land costs are lower, which may be on the outskirts of urban centers. This can lead to longer commutes, higher transportation costs, and increased demand for public transportation. Integrating affordable housing into a transportation plan might focus on improving transit access, creating more efficient routes, and reducing the need for personal vehicle use.

Workforce Housing

- **Definition**: Housing that is specifically aimed at middle-income workers, such as teachers, police officers, firefighters, and healthcare workers, who may not qualify for traditional affordable housing but still struggle to afford housing close to their place of work.
- **Target Population**: Moderate-income workers, typically earning between 60% and 120% of the area median income (AMI).
- **Impact on Transportation**: Workforce housing is often designed to be located near employment centers to reduce commute times and transportation costs. In a long-range transportation plan, this might translate to prioritizing development in areas with robust transportation infrastructure or improving access between residential areas and key employment hubs.

Key Strategies

Addressing affordable housing in the 2050 long range transportation plan involved integrating housing policies and transportation planning to ensure that affordable housing is as accessible and sustainable as possible. This is accomplished by implementing three key strategies: establishing Transit-Oriented Developments (TOD) along key commuter rail lines; expanding transit networks; and promoting active transportation projects and programs.

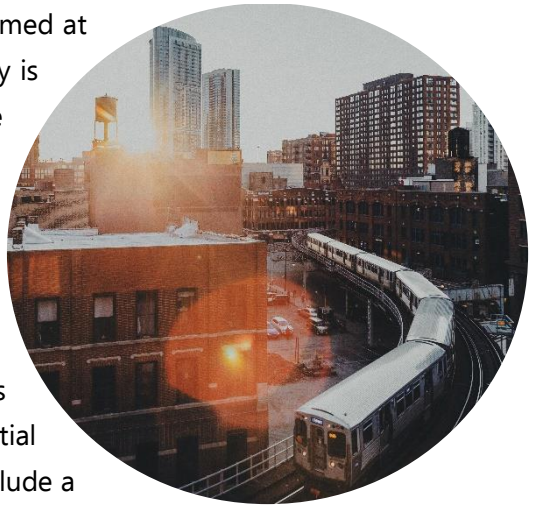
Transit-Oriented Development

Transit Network Expansion

Active Transportation Projects

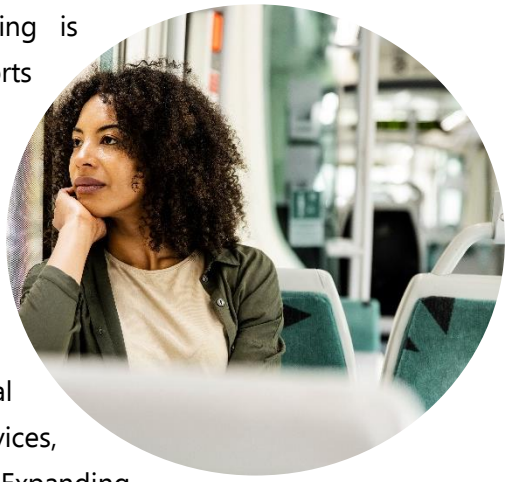
Affordable Housing and Transportation

Strategy 1: Transit-Oriented Development



The 2050 long-range transportation plan includes several projects aimed at supporting the development of affordable housing. One key strategy is to establish Transit-Oriented Developments (TOD) along the proposed commuter rail lines by the Jacksonville Transportation Authority (JTA) into St. Johns County and northern Duval County. TOD promotes affordable housing by creating dense, mixed-use communities that are well-connected to public transportation. Residents in TOD areas can save on transportation costs by using public transit instead of owning a car. Proximity to transit stations facilitates easier access to jobs, education, healthcare, and other essential services. TOD encourages higher density development, which can include a variety of housing types, including affordable units. By combining residential, commercial, and recreational spaces, TOD creates vibrant communities where people can live, work, and play.

Strategy 2: Transit Network Expansion



Another strategy for improving access to affordable housing is expanding the transit networks. Expanding transit networks supports affordable housing in several significant ways, improving accessibility, affordability, and overall quality of life for residents. The JTA has several transit expansion projects identified in the 2050 LRTP which will expand transit services into St Johns, Clay and Nassau counties. These expanded and improved public transit networks have the potential to connect affordable housing areas with employment centers and services educational institutions, healthcare facilities, and other essential services, enhancing residents' access to opportunities and resources. Expanding transit networks allows residents to rely more on public transportation, reducing the need for car ownership and the associated costs such as fuel, maintenance, insurance, and parking. This in turn can lower transportation costs and free up more of a household's budget, making overall living expenses more manageable, particularly for low-income families. By expanding transit networks, the region can support developing and sustaining affordable housing, fostering more inclusive, accessible, and vibrant communities.

Strategy 3: Active Transportation Projects and Programs

A third strategy included in the LRTP supporting affordable housing are active transportation projects and programs. Active transportation projects, which include infrastructure for walking, cycling, and other non-motorized modes of travel, can significantly support affordable housing. Active transportation projects complement TOD by providing the infrastructure needed for residents to easily reach transit stations, thus enhancing the appeal and functionality of affordable housing near transit hubs. Improved walkability and bikeability can increase foot traffic to local businesses, boosting the local economy and creating jobs. Active transportation projects can be designed to ensure all community members, including low-income and marginalized groups, have safe and convenient access to transportation options. By incorporating active transportation projects into urban planning, cities can enhance the accessibility, affordability, and overall livability of affordable housing, creating more equitable and sustainable communities, and reduce the need for car ownership.

Integrating workforce and affordable housing into the long-range transportation plan creates equitable, sustainable, and thriving communities. This integration was accomplished through a structured four-step approach:

1. **Identifying Areas**: Mapping focus areas based on demographic and geographic data
2. **Outlining Key Strategies**: Developing strategic initiatives to address housing and transportation challenges effectively
3. **Defining Transportation Project Types within the LRTP**: Selecting specific transportation projects that align with the identified strategies and housing needs
4. **Final List of Projects**: Identifying a list of 136 LRTP projects that support affordable and workforce housing

The three key strategies utilized in project identification were:

- **Transit-Oriented Development (TOD)**: Focusing on transit hubs to enhance accessibility and reduce reliance on personal vehicles
- **Transit Network Expansion**: Extending and improving public transportation systems to better connect housing, ensuring reliable and efficient access to jobs, services, and amenities
- **Active Transportation Projects**: Investing in infrastructure that supports walking, cycling, and other non-motorized modes of transportation to promote mobility and accessibility

This strategic framework is data-driven, leveraging insights from HUD's "A Picture of Subsidized Households" and the Affordability Index. By utilizing HUD's comprehensive data, the long-range transportation plan ensures that both affordable and workforce housing are effectively integrated into the transportation infrastructure. This alignment not only enhances mobility and access for residents but also supports economic growth and social equity. The final list of projects embodies a commitment to these goals, representing targeted investments that will improve connectivity, reduce commute times, and create vibrant, inclusive communities.

Ultimately, the incorporation of workforce and affordable housing into the long-range transportation plan, guided by a data-driven, strategic approach, ensures that transportation infrastructure and housing policies work in tandem to support the diverse needs of all residents.

Please refer to the Technical Memo on Affordable Housing for additional details.

10.0 Financial Plan

The analysis of financial resources is an important element of the North Florida TPO's Year 2050 LRTP Update. This section presents financial resources that are both committed as well as potential transportation revenues at the federal, state, and local level. These resources include funding sources dedicated to existing maintenance and operations activities for various types of transportation facilities and services in the community.

The financial revenue elements presented here are based on the historical trend of current transportation revenue sources. Financial projections are based on estimates of growth and inflation in the North Florida TPO Area through Year 2050. The 2050 LRTP Update will only consider those revenues consistent with the federal planning boundaries for Clay, Duval, Nassau, and St. Johns counties.

The FDOT has provided revenue estimates to use in developing the 2050 LRTP Update. These forecasts have produced a 27-year total for state and federal revenue sources of $1.192 billion for highways (non-SIS) and transit projects as shown in **Table 10-1**. These sources have historically been used by the TPO during the LRTP preparation.

Five Points, Photo source: Project Team

Table 10-1 North Florida TPO Revenue Forecast Summary (Millions of $) non-SIS

Program Funding Source	Time Periods (Fiscal Years)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-Year Total 2024/25-2049/50
FEDERAL						
STBG (SU, in TMA w/ population > 200K)	$34.67	$81.12	$79.33	$79.33	$158.66	$433.11
TA (TALU, in TMA w/ population > 200K)	$5.73	$14.47	$14.49	$14.49	$28.98	$78.17
CRP (CARU, in TMA w/ population > 200K)	$5.09	$12.04	$12.03	$12.03	$24.07	$65.26
STATE						
SHS (non-SIS on TMA)	$18.61	$52.45	$50.06	$52.04	$105.94	$279.10
FEDERAL/STATE						
Other Roads (non-SIS/non-SHS)	$6.84	$17.29	$30.59	$31.82	$64.79	$151.34
Transit Formula	$11.48	$31.54	$34.10	$35.65	$72.72	$185.49
TOTALS	**$82.42**	**$208.91**	**$220.60**	**$225.36**	**$455.16**	**$1,192.45**

10.1 Project Cost Estimates

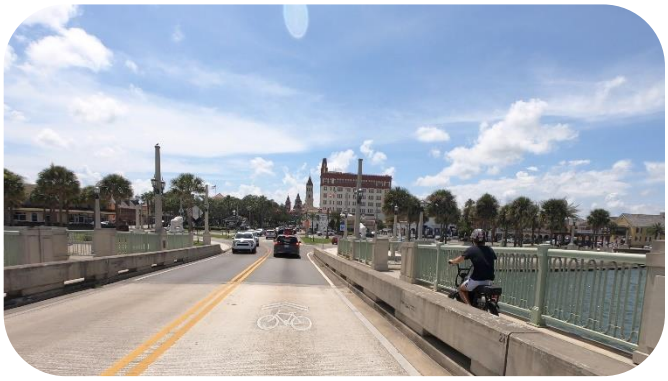
To develop project cost estimates for all capacity projects in the adopted Needs Plan, assistance was provided by the TPO staff, FDOT staff, and local government staff. Various sources of information were utilized, including:

- FDOT general transportation costs
- Specific project costs from completed PD&E studies
- Specific project costs from local government design plans

Project costs were primarily based on estimates using the FDOT general costs per mile, a publication from the FDOT Central Office that is regularly updated based on actual costs incurred by the Districts. When specific data was unavailable from a PD&E study, assumptions were made about the costs per mile for new construction or widening an existing facility, considering whether the project was in an urban or rural area.

Costs for capacity enhancements, shared-use paths, sidewalks, and mid-block crossings were determined based on average unit costs per centerline mile according to facility type and improvement category. These calculations used Long Range Estimates (LRE) from FDOT and historical costs from FDOT's Five-Year Work Program. Similarly, safety enhancement costs were based on approximate estimates for common improvements like median alterations, crosswalk installations, and advanced intersection warning signs.

Bike, Photo source: Project Team



Bridge of Lions, Photo source: Project

Project cost estimates were developed for each project phase, which typically include:

1. Project Development and Environmental (PD&E) Study: Evaluates corridor alternatives, solicits public input, and receives concept approvals.

2. Final Design (Preliminary Engineering): Development of detailed design drawings for the selected corridor concept.

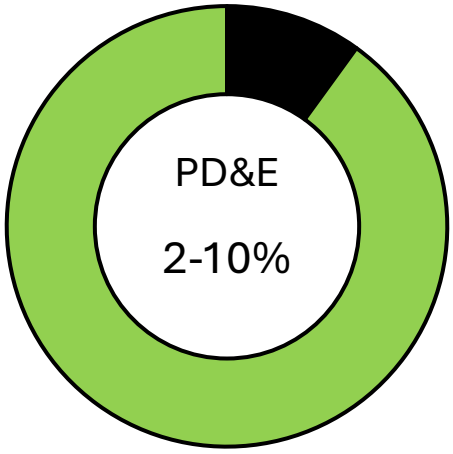
3. Right-of-Way (ROW): Involves purchasing land and easements needed for construction and wetland or drainage mitigation.

4. Construction: Actual construction of the mobility project.

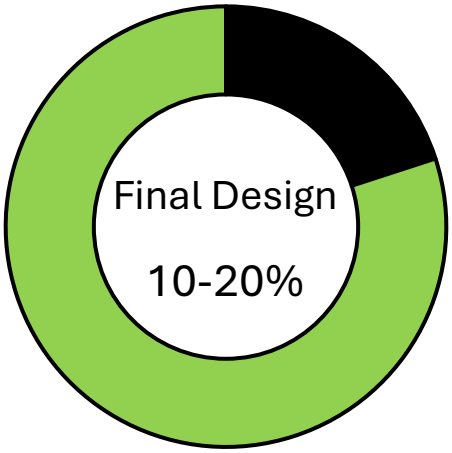
5. Construction Engineering and Inspection (CEI): Inspection of the construction project to ensure compliance with final design specifications.

The total project cost is the sum of costs for all these phases. Estimates for each phase were assumed within a range of the percentage of construction costs, as follows:

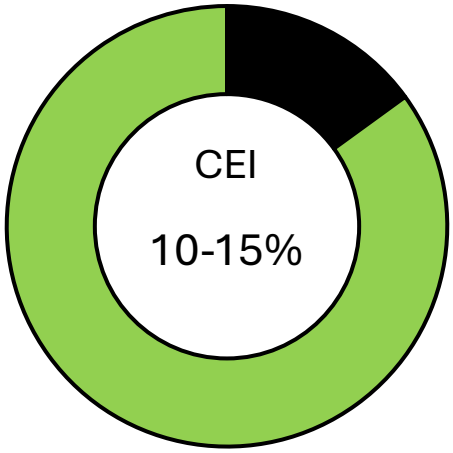
PD&E: 2% to 10% of Construction Cost (funded by State and Federal dollars)



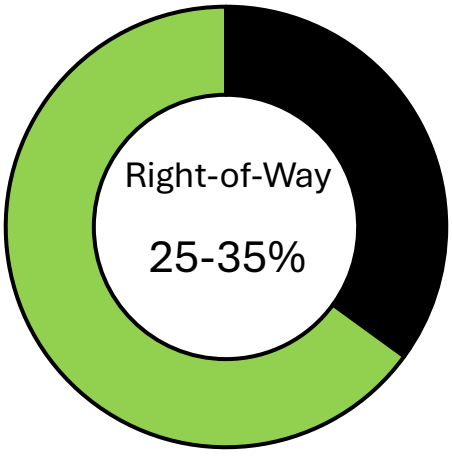
Final Design: 10% to 20% of Construction Cost



CEI: 10% to 15% of Construction Cost



Right-of-Way: 25% to 35% of Construction Cost



Each project was reviewed to determine its complexities and issues to estimate the appropriate percentage for each phase. Construction costs, when possible, were obtained from authoritative studies like the Florida SIS, local CIPs, or the FDOT Work Program. The project costs presented in this technical report were estimated by applying the mentioned assumptions to PD&E, final design, ROW, or construction costs obtained from these sources.

Appendix B contains the planning level costs per mile used to estimate the construction costs for each project.

10.2 Year of Expenditure

For an accurate depiction of future project costs and revenue availability, financial resources within the 2050 LRTP must be presented in future-year-of-expenditure (YOE) dollars, as mandated by 23 C.F.R. 450.324(f)(11)(iv). The revenue estimates supplied by the FDOT to the North Florida TPO are already formatted in future YOE, utilizing inflation rate factors to convert present-day costs (PDC) into future years. These inflation rates, sourced from FDOT's Revenue Forecasting Guidebook, are summarized in **Table 10-2** and further elaborated upon in Technical Report #4, Appendix A. They are utilized for converting other projected revenue forecasts originally based on a 2023 PDC.

Table 10-2 Year of Expenditure Inflation Factors

Present Day Project Cost	Time Period for Planned Project Phase Implementation			
	2029-2030	2031-2035	2036-2040	2041-2050
2024	1.10	1.29	1.56	1.94

Source: FDOT Revenue Forecasting Guidebook Appendix E

Please refer to **Technical Report 4**, Financial Resources for additional details.

Julington Creek, Photo source: Project

11.0 Cost Feasible Transportation Projects

Due to limited financial resources, not all transportation needs can be addressed. The compilation of necessary projects underwent scrutiny against available revenue allocated for transportation system enhancements. The Cost Feasible Plan incorporates all roads slated for construction as outlined in the North Florida TPO's Transportation Improvement Program (TIP). Furthermore, projects funded through tolls and Florida's Turnpike Enterprise, along with enhancements to FDOT's Strategic Intermodal System, are referenced within.

Certain projects are scheduled for implementation before 2029 and are categorized under the existing plus committed (E+C) transportation system. This designation signifies that funding for these projects has been secured in the TIP and is not subject to alteration as part of the 2050 LRTP. Federal, state, county, and local projects were also identified for inclusion in the Cost Feasible Plan and prioritized in alignment with FHWA's performance-based planning guidance.

The table below presents a summary of the total project costs and the funding for the 2050 LRTP.

Table 11-1 2050 LRTP Funding Summary

2050 Needs Plan Project Costs (including SIS projects)	$6,636,537,000
2050 SIS Cost Feasible Projects	$2,141,899,000
2050 Non-SIS Cost Feasible Projects	$941,201,164
Unfunded 2050 Needs	$3,553,436,836

11.1 Project Selection

The development of the 2050 Cost Feasible Plan followed a thorough and strategic approach to identify and prioritize projects and programs within the region. The earlier 2050 Needs Plan identified a comprehensive list of transportation projects and initiatives deemed necessary to meet the region's future mobility demands. However, due to financial constraints, not all identified projects could be implemented. This necessitated a careful selection process to allocate funding to the most impactful and feasible projects.

To guide project selection, the Goals and Objectives of the LRTP served as a framework. Each project was evaluated against specific objectives and performance measures, with higher-priority projects receiving preference based on their alignment with these established criteria. This evaluation process ensured that the selected projects advanced regional goals, such as enhancing mobility, improving safety, fostering sustainability, and supporting economic growth.

Following the initial prioritization, the LRTP team engaged in collaboration with local government partners, transit agencies, and other key stakeholders. These reviews allowed for a deeper understanding of local needs, opportunities, and challenges, facilitating further refinement of the project list. The team also conducted a detailed evaluation of potential impacts on underserved and disadvantaged communities to ensure that the selected projects contributed to an equitable

distribution of benefits. This equity analysis was critical in addressing transportation gaps and ensuring that investments aligned with principles of social fairness.

Through this process, the project list underwent multiple adjustments to reflect stakeholder input, funding availability, and equitable considerations. Some projects were elevated in priority and included in the 2050 Cost Feasible Plan, while others were deferred or removed based on their feasibility or alignment with regional priorities.

The result was a well-balanced, financially constrained plan that reflected the collective vision of the region. The adopted 2050 Cost Feasible Plan represents a strategic investment roadmap, focusing on projects and programs that are most likely to meet the region's long-term mobility needs while ensuring equitable, sustainable, and fiscally responsible development.

11.2 Interstate Highway and Strategic Intermodal System (SIS)

The SIS is a high priority network of transportation facilities that plays a vital role in supporting Florida's economy. The SIS was established to focus resources on transportation facilities of statewide and interregional significance.

The FDOT Systems Implementation Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. The combined document set illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

The 2050 SIS Cost Feasible Plan represents a phased plan for capacity improvements to the SIS, utilizing forecasted revenues, guided by objectives set forth in the Florida Transportation Plan. The main purpose of the SIS CFP is to efficiently plan for and fund future capital improvements. The plan illustrates projects on the SIS that are considered financially feasible during years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could potentially move forward into the SIS 2nd Five-Year Plan as funds become available of back out into the SIS 2050 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue.

SIS cost feasible projects must be included in the North Florida TPO's 2050 Plan to receive funding. The SIS projects planned to be implemented through the year 2050.

11.3 Toll Funded Projects

The toll roads in our region allow for residents and visitors to get to their destination quickly. These corridors create a vital network that need to be evaluated constantly in order to serve the region's growing population. FDOT District 2 and the Florida Turnpike Enterprise has continued to develop and construct the First Coast Expressway (FCE, SR 23). This project is a multi-lane, limited access toll road that, once completed, will cross parts of Duval, Clay and St. Johns counties. Expressway traffic will pass through electronic toll gantries without stopping. The gantries will contain an electronic system that will either detect the vehicle's SunPass transponder device or scan the vehicle's license plate for a toll-by-plate invoice in the mail. The total length of the proposed roadway is approximately 46 miles.

There are currently four (4) segments of the First Coast Expressway (SR 23) that are included in the 2050 Cost Feasible Plan. These are included in Table 5 above and are noted here:

1. From I-95 (SR 9) to US 17 (SR 15) – Purchase of Right-of-Way
2. From I-95 (SR 9) to east of CR 2209 – Construction
3. From East of CR 2209 to east of CR 16A Spur – Construction
4. East of CR 16A Spur to east of CR 209 – Construction

11.4 Complete Streets / Context Sensitive Solutions

The Multimodal System Roadway and Complete Streets projects situated off the state road system, yet functionally classified. These projects encompass non-capacity multimodal initiatives tailored to context sensitivity, integrating a blend of bicycle and pedestrian pathways, transit enhancements, and intersection improvements. Their aim is to enhance safety and efficiency along restricted roadways without the need for lane expansion.

11.5 Pedestrian and Bicycle

The Pedestrian and Bicycle cost-feasible projects and programs including those encompassing local and regional trail initiatives catering to cyclists and pedestrians for recreational and commuting purposes, on-street bicycle lanes, crucial sidewalk enhancements (especially for safety measures around public schools and transit routes), and various other projects aimed at enhancing overall bicycle and pedestrian mobility. The Complete Street and Context Sensitive Solutions projects listed in Table 6 are likely to include bicycle and pedestrian projects as part of the project makeup. Additionally, the 2050 Cost Feasible Plan included box funds for Bicycle and Pedestrian projects identified in the various TPO plans and box funds for Greenways and Trails to study and implement projects from the Regional Greenways and Trails Master Plan.

11.6 Regional Transit

The 2050 Cost Feasible plan includes regional transit projects that aim to enhance connectivity, accessibility, and efficiency across the study area. These projects include additional Bus Rapid Transit routes, commuter rail service, expanding transit services into Clay, St Johns and Nassau Counties, enhancements to the Mayport Ferry, and implementing the U2C project in downtown Jacksonville. These projects are designed to create a comprehensive, efficient, and sustainable regional transit network that meets the long-term mobility needs of the community, reduces congestion, and supports economic growth and environmental sustainability.

11.7 Regional Freight

The 2050 Cost Feasible Plan contains regional freight projects that were developed as part of the 2024 Regional Freight Study conducted by the TPO. Regional freight projects play a vital role in the LRTP by ensuring the safe, efficient, and cost-effective movement of goods through North Florida's transportation network. By improving freight corridors, supporting multimodal freight infrastructure, and preparing for future growth and technologies, these projects enhance regional economic competitiveness while contributing to a more sustainable and resilient transportation system.

Appendix C contains the 2050 Cost Feasible Plan Tables and Maps.

Please refer to Technical Report 6, Cost Feasible Plan Development, for additional details of the development of the 2050 Cost Feasible Plan

Main Street Bridge, Photo source: Project Team

12.0 Long Range Transportation Plan Checklist

The LRTP Checklist used in Florida is a tool developed to ensure consistency, compliance, and comprehensive planning in Transportation Planning Organizations' (TPOs) LRTPs across the state. This checklist serves as a guide for TPOs to meet federal and state requirements, align with regional and state goals, and address key priorities in long-range transportation planning.

The checklist typically includes several key sections:

Compliance with Federal and State Regulations: Ensures the LRTP meets all necessary federal guidelines under current legislation and aligns with Florida's Statewide Transportation Plan requirements.

Performance-Based Planning: Encourages TPOs to incorporate performance measures and targets for safety, infrastructure condition, system reliability, and other critical areas, providing a framework for tracking progress and accountability.

Multimodal Integration: Prompts TPOs to include strategies that integrate various transportation modes, such as transit, cycling, pedestrian pathways, freight, and roadways, to create an interconnected transportation system.

Financial Feasibility and Funding Sources: Requires TPOs to outline fiscally constrained plans and identify potential funding sources, ensuring that proposed projects are financially viable and fundable within the LRTP timeline.

Public Involvement and Community Engagement: Verifies that the LRTP development process includes adequate public involvement and outreach efforts, engaging diverse communities to gather input on transportation needs and priorities.

Sustainability and Environmental Considerations: Encourages TPOs to adopt strategies that reduce greenhouse gas emissions, promote environmental stewardship, and consider resilience to climate change impacts.

Equity and Accessibility: Ensures the plan addresses the needs of underserved communities, promotes equity in transportation investments, and improves accessibility for all users.

By following the LRTP Checklist, the North Florida TPO developed well-rounded, robust plans that address local, regional, and statewide needs and objectives, contributing to a more sustainable, efficient, and equitable transportation system.

The LRTP Checklist is included in **Appendix D**

13.0 Conclusion

The 2050 Long Range Transportation Plan (LRTP) outlines a forward-thinking vision for the future of transportation in North Florida, focusing on enhancing mobility, improving safety, supporting economic growth, and promoting sustainability. By addressing the region's current needs while anticipating future challenges, the LRTP provides a strategic framework for guiding transportation investments over the next 25 years.

Through a collaborative and data-driven process, the LRTP identifies key projects and policies that will shape the transportation network of tomorrow. These initiatives will improve connectivity, reduce congestion, and create a more resilient and equitable transportation system, all while optimizing the use of limited resources. The plan reflects the diverse needs of communities across the region and integrates emerging technologies to ensure that North Florida remains competitive in a rapidly changing world.

Ultimately, the 2050 LRTP is more than just a transportation plan—it is a roadmap to a more connected, accessible, and sustainable future. By investing in multimodal infrastructure, enhancing freight mobility, and prioritizing safety and equity, the LRTP will help create a transportation system that supports the region's long-term economic vitality and enhances the quality of life for all residents. As the region grows and evolves, the 2050 LRTP provides a strong foundation for ensuring that North Florida's transportation network meets the needs of the next generation.

Greencove Springs Waterfront, Photo source: Project Team

Appendix A

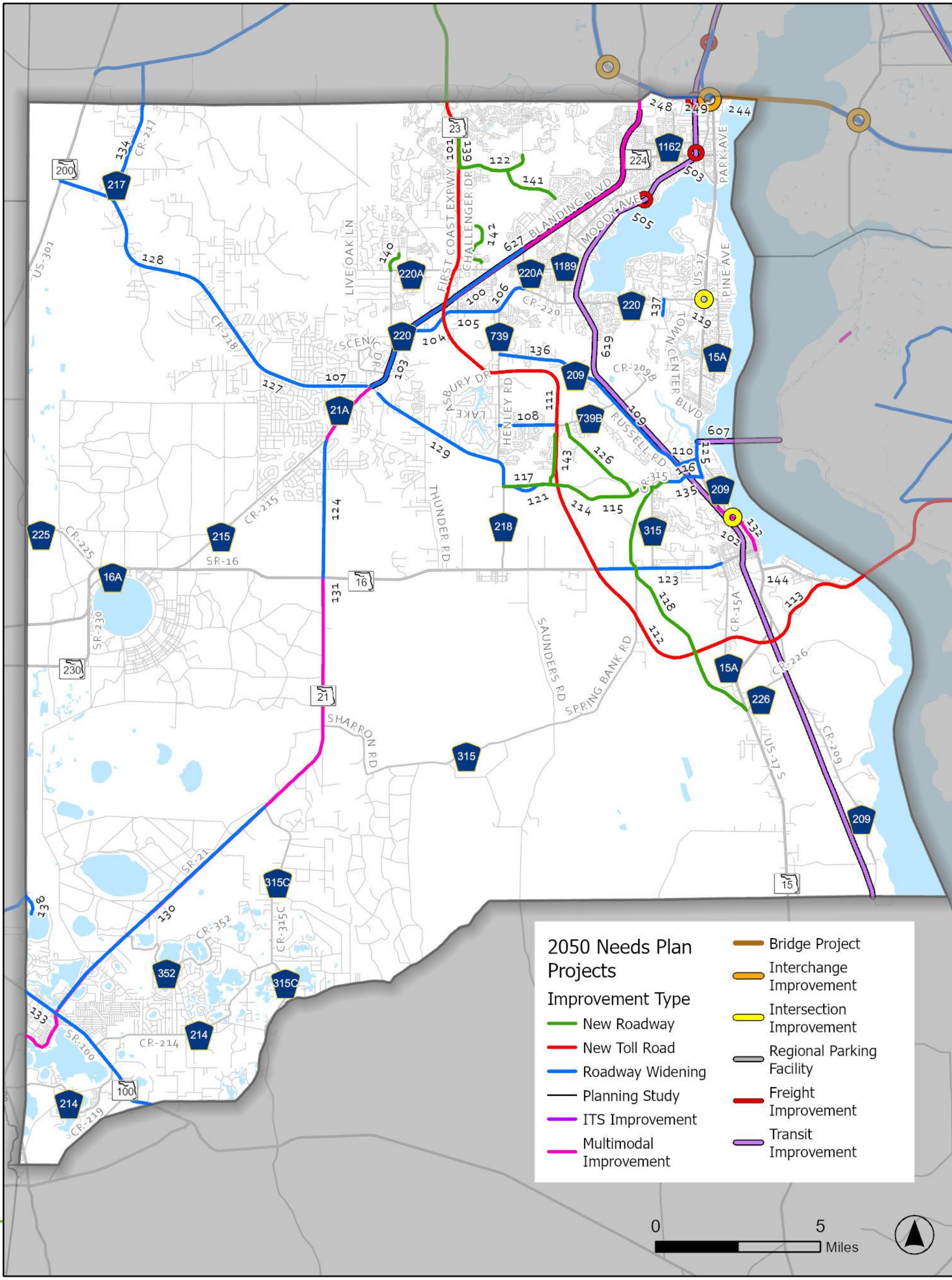
2050 Needs Plan Projects

Clay County Roadway Needs Plan Projects

Map ID	Facility	Status	From	To	County	Project Type	Project Description
122	Cheswick Oaks Avenue Extension	Planned	Oakleaf Plantation Parkway	Savannah Glen Boulevard	Clay	New Roadway	Construct new 4 lane roadway with appropriate bike/ped facilities
123	SR 16	Planned	First Coast Expressway (SR 23)	Green Cove Springs City Limits/Oakridge Avenue	Clay	Roadway Widening	Widen from 2 to 4 lanes
124	Blanding Boulevard (SR 21)	Planned	SR 16	CR 215	Clay	Roadway Widening	Widen from 2 to 4 lanes
125	US 17	Planned	End of 6 lane section south of Town Center Boulevard	CR 315	Clay	Roadway Widening	Widen from 4 to 6 Lanes
126	Feed Mill Road	Planned	Sandridge Road (CR 739B)	CR 216 (Cathedral Oak Parkway)	Clay	New Roadway	Construct new 2 lane road
127	CR 218	Planned	Masters Road	Blue Jay	Clay	Roadway Widening	Widen to 4 lanes
128	CR 218	Planned	Blue Jay	US 301	Clay	Roadway Widening	Widen from 2 to 4 lanes
129	CR 218	Planned	First Coast Expressway (SR 23)	Black Creek Bridge	Clay	Roadway Widening	Widen from 2 to 4 lanes
130	Blanding Boulevard (SR21)	Planned	CR 315	Keystone Heights City Limits	Clay	Roadway Widening	Widen from 2 to 4 lanes
131	Blanding Boulevard (SR21)	Planned	Putnam County Line	Duval County Line	Clay	Intersection Improvements	Intersection Improvements at multiple locations
132	US 17	Planned	Orion Road	SR 16	Clay	Multimodal Improvement	Road Diet
133	SR 100	Planned	Clay/Bradford County Line	Clay/Putnam County Line	Clay	Roadway Widening	Widen from 2 to 4 lanes

Clay County Roadway Needs Plan Projects

Map ID	Facility	Facility	Status	From	To	County	Project Type
134	CR 217	Planned	CR 218	SR 228 (Normandy Boulevard) Duval County	Clay	Roadway Widening	Shoulder widening, safety improvements and bridge replacement
135	Cathedral Oak Parkway (CR 315)	Planned	US 17	Maryland Road (CR 315)	Clay	Roadway Widening	Widen to 5 lanes
136	CR 209 (Russell Road)	Planned	CR 315B	Henley Road	Clay	Roadway Widening	Widen from 2 to 4 lanes and bridge replacement
137	Canova Road	Planned	CR 220	Old Hard Road	Clay	Roadway Widening	Widen from 2 to 3 lanes
138	Airport Road/Camp Crystal Lake Road	Planned	SR 100	Keystone Heights Airport	Clay	Roadway Widening	Realign and construct Airport Road and reconstruct Camp Crystal Lake Road
139	District Drive	Planned	Oakleaf Plantation Parkway	Plantation Oaks Parkway	Clay	New Roadway	Frontage Road on east side of SR 23
140	Long Bay Road Extension	Planned	End of Long Bay Road	Old Jennings Road	Clay	New Alignment	Construct new 2 Lane Road
141	College Drive Extension	Planned	College Drive Terminus	Cheswick Oaks Avenue Extension	Clay	New Roadway	Construct new 2 Lane Road
142	Brannan Mill Boulevard	Planned	Brannan Mill Blvd Terminus Trail Ridge Road	Trail Ridge Road	Clay	New Roadway	Construct new 2 Lane Road
143	Rolling View Boulevard	Planned	Bradley Creek Parkway	Cathedral Oak Parkway	Clay	New Roadway	Construct new 2 lane frontage road
144	SR 16 (Leonard C Taylor Parkway)	Planned	US 17 (South Orange Avenue)	First Coast Expressway	Clay	Widen Roadway	Widen to 4 lanes


2050 Needs Plan Projects
Improvement Type
New Roadway
New Toll Road
Roadway Widening
Planning Study
ITS Improvement
Multimodal Improvement
Bridge Project
Interchange Improvement
Intersection Improvement
Regional Parking Facility
Freight Improvement
Transit Improvement
0
5
Miles
BLANDING BLVD
FIRST COAST EXPWY
CHALLENGER DR
LIVE OAK LN
MOODY AVE
PARK AVE
PINE AVE
US-17
TOWN CENTER BLVD
RUSSELL RD
CR-209B
CR-220
SCENIC DR
ASBURY DR
LAKE
HENLEY RD
THUNDER RD
SAUNDERS RD
SPRING BANK RD
SHARRON RD
CR-315
CR-15A
CR-226
US-17 S
CR-209
CR-217
CR-218
CR-215
CR-225
SR-16
SR-230
SR-21
CR-352
CR-315C
CR-214
SR-100
CR-219
US-301

Duval County Roadway Needs Plan Projects

Map ID	Facility	Status	From	To	County	Project Type	Project Description
227	I-95 (SR 9)	Planned/SIS	US 90 (Beaver Street)	US 1 (SR 115/MLK)	Duval	Roadway Widening	Widen from 6 to 8 lanes
228	J. Turner Butler Boulevard (SR 202)	Planned	East of I-95 (SR 9)	Philips Highway (US 1)	Duval	Roadway Widening	Add Auxiliary Lanes
229	US 17 (Main Street)	Planned	New Berlin Road	Airport Center Drive	Duval	Roadway Widening	Widen from 2 to 4 lanes
230	Alta Drive Realignment	Planned	Zoo Parkway (SR 105)	North of New Berlin Road (south)	Duval	New Roadway	Construct new 4 lane road
231	Arlington Expressway (SR 115)	Planned	at University Boulevard (SR 109)		Duval	Interchange Improvement	Modify Interchange + Trail
232	Atlantic Boulevard (SR 10)	Planned	at Girvin Road		Duval	Intersection Improvement	Intersection Improvements
233	Atlantic Boulevard (SR 10)	Planned	at Hodges Boulevard		Duval	Intersection Improvement	Intersection Improvements
234	Atlantic Boulevard (SR 10)	Planned	at San Pablo Boulevard		Duval	Intersection Improvement	Intersection Improvements
235	Hart Bridge (SR 228)	Planned	South Bank	North Bank	Duval	Bridge Project	Bridge replacement
237	I-10 (SR 8)	Planned/SIS	US 301	Cecil Commerce Center Parkway (SR 23)	Duval	Roadway Widening	Add Lanes and Reconstruct
238	I-10 (SR 8)	Planned/SIS	Cecil Commerce Center Parkway (SR 23)	I-295 (SR 9A)	Duval	Roadway Widening	Add Lanes and Reconstruct
239	I-295 (SR 9A)	Planned/SIS	San Jose Boulevard (SR 13)	Blanding Boulevard (SR 21)	Duval	Bridge Project	Widen the Buckman Bridge

Duval County Roadway Needs Plan Projects

Map ID	Facility	Status	From	To	County	Project Type	Project Description
240	I-295 (SR 9A)	Planned/SIS	Southside Connector (SR 113)	Beach Boulevard (US 90)	Duval	Roadway Widening	Widen from 6 to 8 lanes
	I-295 (SR 9A)	Planned/SIS	South of Heckscher Drive (SR 105)	North of Pulaski Road	Duval	Roadway Widening	Widen from 6 to 8 lanes
241	I-295 (SR 9A)	Committed/ SIS	North of Commonwealth Avenue	North of New Kings Road	Duval	Roadway Widening	Widen from 6 to 8 lanes
242	I-295 (SR 9A)	Committed/ SIS	South of US 17 (Roosevelt Boulevard)	Blanding Boulevard (SR 21)	Duval	Roadway Widening	Widen from 6 to 8 lanes
243	I-295 (SR 9A)	Planned/SIS	North of New Kings Road South	West of I-95 (SR 9) Interchange	Duval	Roadway Widening	Widen from 6 to 8 lanes
244	I-295 (SR 9A)	Planned/SIS	North of Collins Road Interchange	North of Commonwealth	Duval	Roadway Widening	Widen from 6 to 8 lanes
245	I-295 (SR 9A)	Planned/SIS	at UNF/Town Center		Duval	Interchange Improvement	Major interchange improvement
246	I-295 (SR 9A)	Planned/SIS	at Lem Turner (SR 115)		Duval	Interchange Improvement	Major interchange improvement
247	I-95 (SR 9)	Planned/SIS	I-295 (SR 9A)	J. Turner Butler Boulevard (SR 202)	Duval	Roadway Widening	Widen from 6 to 8 lanes
248	Main Street Bridge (US 90/SR 10)	Planned	South Bank	North Bank	Duval	Bridge Project	Bridge replacement/refurbishment
249	Mathews Bridge (SR 115)	Planned	East Bank	West Bank	Duval	Bridge Project	Bridge replacement
250	Mayport Road (SR 101)	Planned	SR A1A	Mayport Main Gate	Duval	Context Sensitive Solutions	Multimodal Improvements
251	New Berlin Road	Planned	Yellow Bluff Road	Cedar Point Road	Duval	Roadway Widening	Widen from 2 to 4 lanes and add multiuse trail

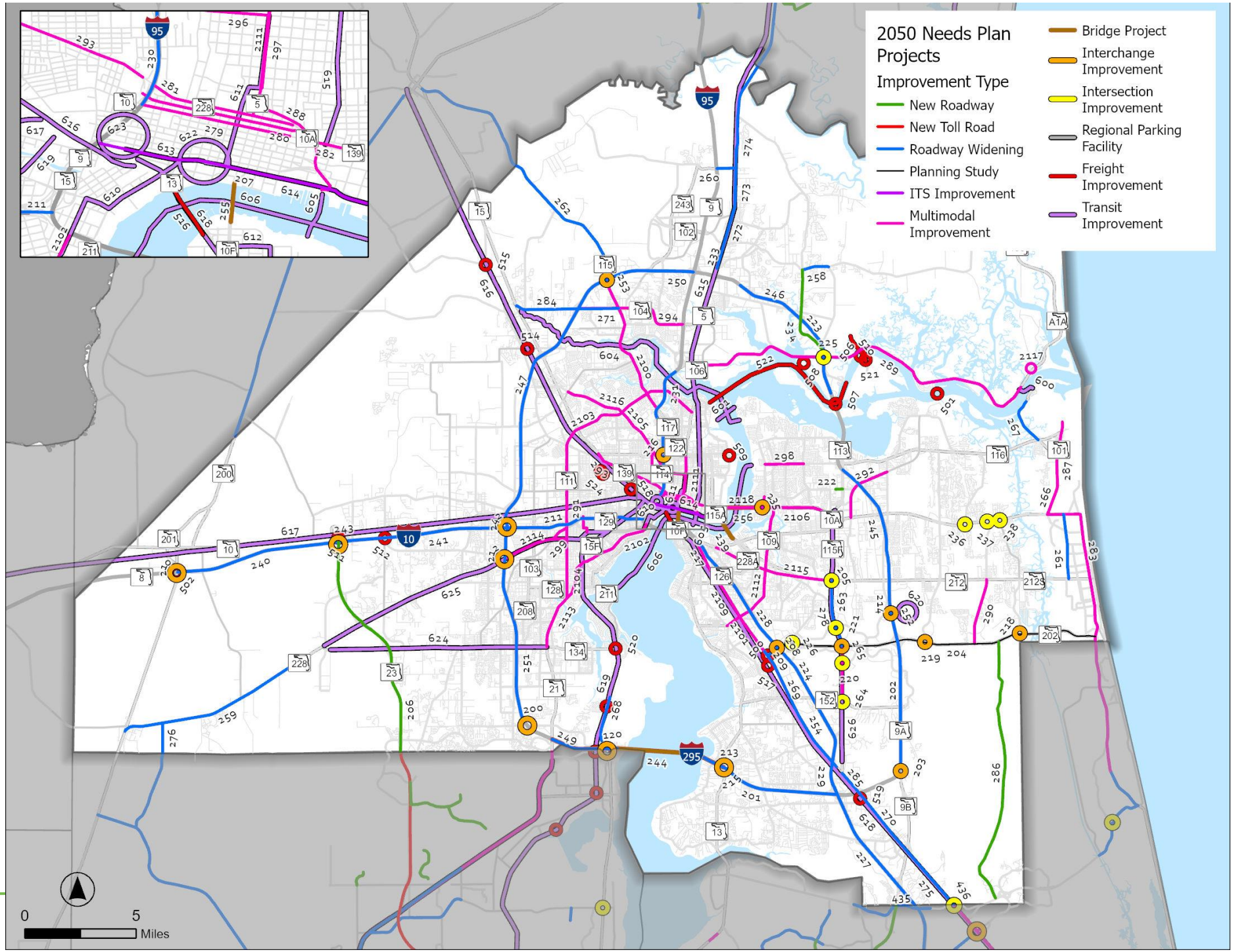
Duval County Roadway Needs Plan Projects

Map ID	Facility	Status	From	To	County	Project Type	Project Description
252	Normandy Boulevard (SR 228)	Planned	US 301	Bell Road (Equestrian Park)	Duval	Roadway Widening	Widen from 2 to 4 lanes and add multiuse trail
253	Pecan Park Road	Planned	I-95 (SR 9)	Main Street (US 17)	Duval	Roadway Widening	Widen from 2 to 4 lanes and add multiuse trail
254*	Penman Road	Planned	Beach Boulevard (SR 212)	Atlantic Boulevard (SR 10)	Duval	Roadway Widening	Reconstruct (2 lane) and add multiuse trail
255	Lem Turner Road (SR 115)	Planned	I-295 (SR 9A)	Nassau County Line	Duval	Roadway Widening	Widen from 2 to 4 lanes and add multiuse trail
256	Southside Boulevard (SR 115)	Planned	J. Turner Butler Boulevard (SR 202)	Beach Boulevard (US 90)	Duval	Roadway Widening	Widen from 4 to 6 lanes
257	Southside Boulevard (SR 115)	Planned	at Baymeadows Road (SR 152)		Duval	Intersection Improvement	Continuous Flow Intersection
258	Southside Boulevard (SR 115)	Planned	at J. Turner Butler Boulevard (SR 202)		Duval	Interchange Improvement	Modify Interchange
259	SR A1A (Mayport Road)	Planned	Atlantic Boulevard (SR 10)	Dutton Island Road	Duval	Context Sensitive Solutions	Multimodal Improvements
260	SR A1A	Planned	Wonderwood Drive (SR 116)	Naval Station Mayport North Gate	Duval	Roadway Widening	Widen to 4 lanes and add multiuse trail. Construct to withstand rising water levels
261	US 17 (Roosevelt Boulevard)	Planned	Collins Road	Naval Air Station Jacksonville Birmingham Gate	Duval	Roadway Widening	Add Lanes and Reconstruct and add multiuse trail
262	US 17 (Main Street)	Planned	Pecan Park Road	Nassau County Line	Duval	Roadway Widening	Widen to 4 lanes and add multiuse trail
263	Philips Highway (US 1/SR 5)	Planned	I-95 at the Avenues Mall	J. Turner Butler Boulevard (SR 202)	Duval	Roadway Widening	Widen to 6 lanes and add multiuse trail

Duval County Roadway Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
264	Philips Highway (US 1/SR 5)	Planned	SR 9B	I-295 (SR 9A)	Duval	Roadway Widening	Widen to 6 lanes and add multiuse trail
265	Dunn Avenue (SR 104)	Planned	Lem Turner Road (SR 115)	I-295 (SR 9A)	Duval	Roadway Widening	Widen to 4 lanes
266	US 17 (Main Street)	Planned	Airport Center Drive	Max Leggett Parkway	Duval	Roadway Widening	Widen to 4 lanes
267	Philips Highway (US 1)	Planned	Racetrack Road	SR 9B	Duval	Roadway Widening	Widen to 6 lanes
268	CR 217	Planned	Clay/Duval County Line	Normandy Boulevard (SR 228)	Duval	Roadway Widening	Widen to 4 lanes
269	Moncrief Road	Planned	13th Street	US 1 (Kings Road)	Duval	Context Sensitive Solutions	Safety, Bicycle, Pedestrian, and intersection upgrades
270	Southside Boulevard (SR 115)	Planned	Old Baymeadows Road	Beach Boulevard (US 90)	Duval	Context Sensitive Solutions	Intersection Improvements and construction of a multiuse trail
271	Beaver Street (US 90/SR 10)	Planned	I-95 (SR 9)	Liberty Street	Duval	Context Sensitive Solutions	Safety, Bicycle, Pedestrian, and intersection upgrades
272	Atlantic Boulevard/Third Street (SR A1A)	Planned	Mayport Road (SR A1A)	St Johns County Line	Duval	Context Sensitive Solutions	Bicycle, Pedestrian and Intersection Upgrades
273	Dunn Avenue (SR 104)	Planned	New Kings Road	I-295 (SR 9A)	Duval	Roadway Widening	Widen to 4 lanes
274	Union Street (SR 139/228)	Planned	I-95 (SR 9)	Liberty Street	Duval	Context Sensitive Solutions	Lane elimination to include parking and safety improvements
275	State Street (SR 139/228)	Planned	I-95 (SR 9)	Liberty Street	Duval	Context Sensitive Solutions	Convert from one-way to two-way operation

Duval County Roadway Needs Plan Projects

Map ID	Facility	Status	From	To	County	Project Type	Project Description
276	Arlington Expressway	Planned	North Liberty Street	A. Philip Randolph Boulevard	Duval	Context Sensitive Solutions	Hogans Creek Restoration Project
277	Phillips Highway (US 1/SR 5)	Planned	Greenland Road	Southside Boulevard (SR 115)	Duval	Roadway Widening	Add 3rd Lane Northbound, safety improvements, add sidewalk and bicycle lanes
278	Phillips Highway (US 1/SR 5)	Planned	SR 9B	Nacatee Parkway	Duval	Roadway Widening	Widen from 4 to 6 lanes and intersection improvements
279	North/South Connector	Planned	CR 210 (Nocatee Area)	J. Turner Butler Boulevard (SR 202)	Duval	New Roadway	Construct new 4 lane road
281	US 17 (Main Street)	Planned	Max Leggett Parkway	Pecan Park Road	Duval	Roadway Widening	Widen to 4 lanes + Trail
282	Mayport Road (SR 101)	Planned	Dutton Island Road	SR A1A	Duval	Context Sensitive Solutions	Multimodal Improvements

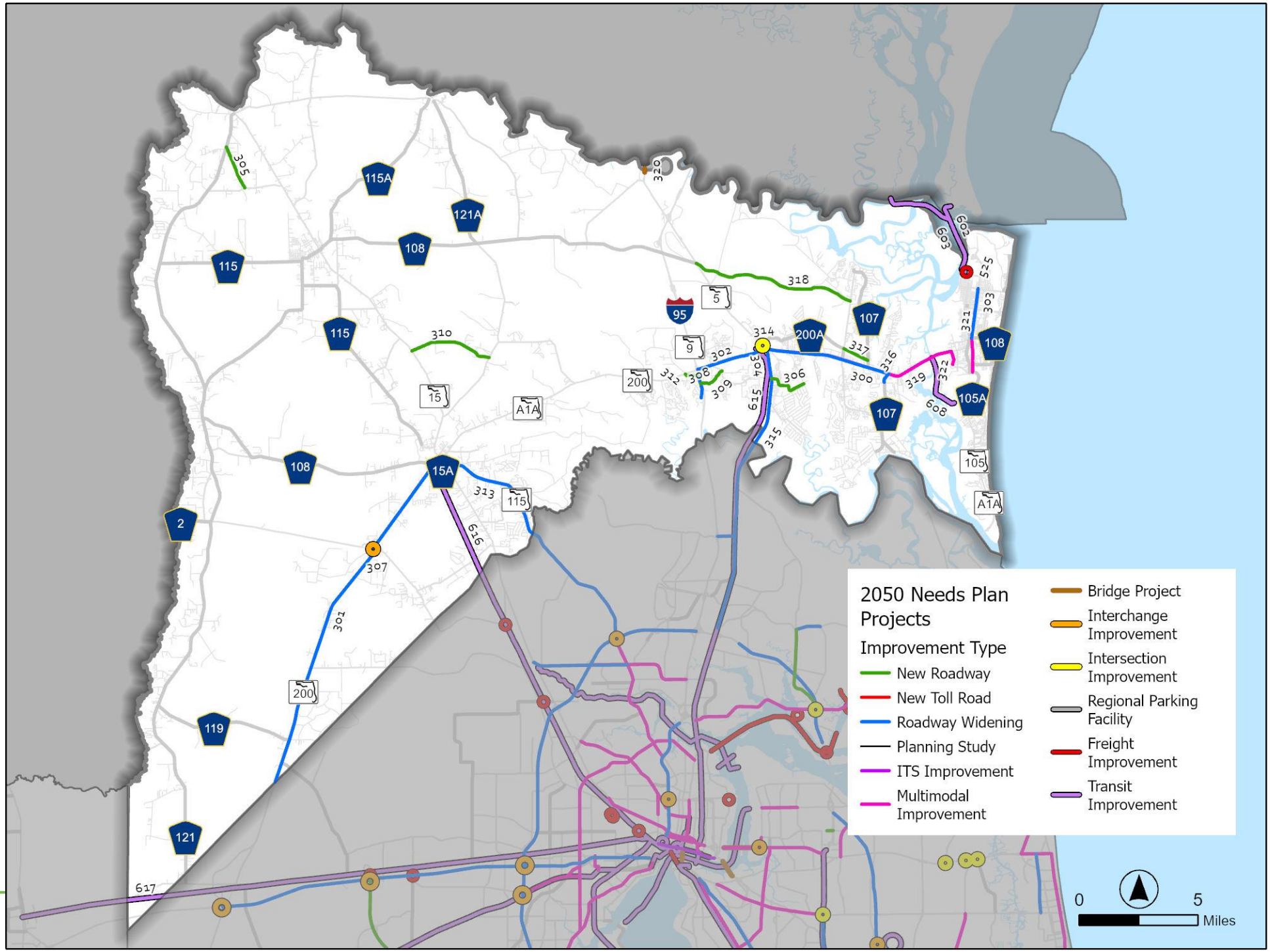

2050 Needs Plan Projects
Improvement Type
New Roadway
New Toll Road
Roadway Widening
Planning Study
ITS Improvement
Multimodal Improvement
Bridge Project
Interchange Improvement
Intersection Improvement
Regional Parking Facility
Freight Improvement
Transit Improvement
0
5
Miles

Nassau County Roadway Needs Plan Projects

Map ID	Facility	Status	From	To	County	Project Type	Project Description
305	Sundberg Road	Planned	CR 121	Andrews Road	Nassau	New Roadway	New 2 lane road
306	Williams Burgess Boulevard Extension	Planned	Miner Road	US 17	Nassau	New Roadway	New 2 lane road + trail
307	SR 200 (US 301)	Planned	at Crawford Road (Crawford Diamond Industrial Park)		Nassau	Interchange Improvement	Modify Interchange/Flyover
308	New Bridge over I-95	Planned	Semper Fi Drive	Mentoria Road	Nassau	New Roadway	New 2 lane road + trail
309	New Road	Planned	William Burgess Boulevard	Mentoria Road	Nassau	New Roadway	New 2 lane road + trail
310	Sauls Road	Planned	US 1	Musselwhite Road	Nassau	New Roadway	New 2 lane road + trail
311	Semper Fi	Planned	Semper Fi Extension	Johnson Lake Road	Nassau	Roadway Widening	Reconstruct 2 lane road + trail
312	Semper Fi Extension	Planned	SR 200 (A1A)	Semper Fi Drive	Nassau	New Roadway	New 2 lane road + trail
313	Lem Turner Road (SR 115)	Planned	Duval County Line	US 1	Nassau	Roadway Widening	Widen to 4 lanes + trail
314	US 17	Planned	at Pages Dairy Road		Nassau	Intersection Improvement	Major Intersection Improvement
315	US 17	Planned	Duval County Line	William Burgess Boulevard	Nassau	Roadway Widening	Widen to 4 lanes
316	CR 108 Extension	Planned	SR 200 (A1A)	Parliament Drive	Nassau	Roadway Widening	Widen from 2 to 4 lanes
317	Pages Dairy Road Extension	Planned	Chester Road	Blackrock Road	Nassau	New Roadway	New 2 lane extension of Pages Dairy Road

Nassau County Roadway Needs Plan Projects

Map ID	Facility	Status	From	To	County	Project Type	Project Description
318	CR 108 Extension	Planned	US 17	Chester Road	Nassau	New Roadway	New 2 lane extension of CR 108
319	SR 200 (SR A1A)	Planned	I-95	Amelia Island Parkway	Nassau	Multimodal Improvements	Construction of safety and operational improvements
320	US 17	Planned	Blue Bridge (Florida/Georgia State Line)		Nassau	Bridge Project	Replace Bridge
LRTP Multimodal Projects (2026-2050)							
321	14th Street	Committed	Bailey Simmons Trail	Fernandina Beach Schools to Waterfront Trail	Nassau	Multimodal Improvement	Construction of a Shared Use Path
322	Amelia Island Parkway Trail - Segment 4	Planned	Bailey Simmons Trail	South 8th Street	Nassau	Multimodal Improvement	Construction of multiuse trail


2050 Needs Plan Projects
Improvement Type
New Roadway
New Toll Road
Roadway Widening
Planning Study
ITS Improvement
Multimodal Improvement
Bridge Project
Interchange Improvement
Intersection Improvement
Regional Parking Facility
Freight Improvement
Transit Improvement
0
5
Miles

St Johns County Roadway Needs Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
423	SR 16	Planned	St Johns Parkway (CR 2209)	Outlet Mall Entrance	St Johns	Roadway Widening	Widen from 2 to 4 lanes
424	SR 16	Planned	Outlet Mall Entrance	SR 312	St Johns	Roadway Widening	Widen from 4 to 6 lanes with operational improvements
425	St Johns Parkway (CR 2209)	Planned	SR 9B	CR 210	St Johns	Roadway Widening	Widen to 6 lanes
426	St Johns Parkway (CR 2209)	Planned	at CR 210		St Johns	Intersection Improvement	Major Intersection Improvements
427	St Johns Parkway (CR 2209)	Planned	SR 9B/CR 210	Silverleaf Parkway	St Johns	Roadway Widening	Widen from 4 to 6 Lanes
428	St Johns Parkway (CR 2209)	Planned	SR 16	CR 208	St Johns	New Roadway	Construction of new 4 lane road (may be constructed as a 2 lane road initially)
429	St Johns Parkway (CR 2209)	Planned	CR 208	SR 207	St Johns	New Roadway	Construction of new 4 lane road
430	CR 210	Planned	at US 1		St Johns	Interchange Improvement	Add interchange ramps and widen to 4 lanes
431	CR 210	Planned	I-95 (SR 9)	Trinity Way	St Johns	Roadway Widening	Widen from 4 to 6 lanes including I-95 interchange improvements
432	CR 210	Planned	Greenbriar Road	CR 16A/Longleaf Pine Parkway	St Johns	Roadway Widening	Widen from 2 to 4 lanes
433	Green Briar Road	Planned	Long Leaf Pine Parkway	CR 210/Palm Valley Road	St Johns	Roadway Widening	Widen from 2 to 4 lanes
434	Racetrack Road	Committed	West Peyton Parkway	Bartram Springs Parkway	St Johns	Roadway Widening	Widen from 4 to 6 Lanes

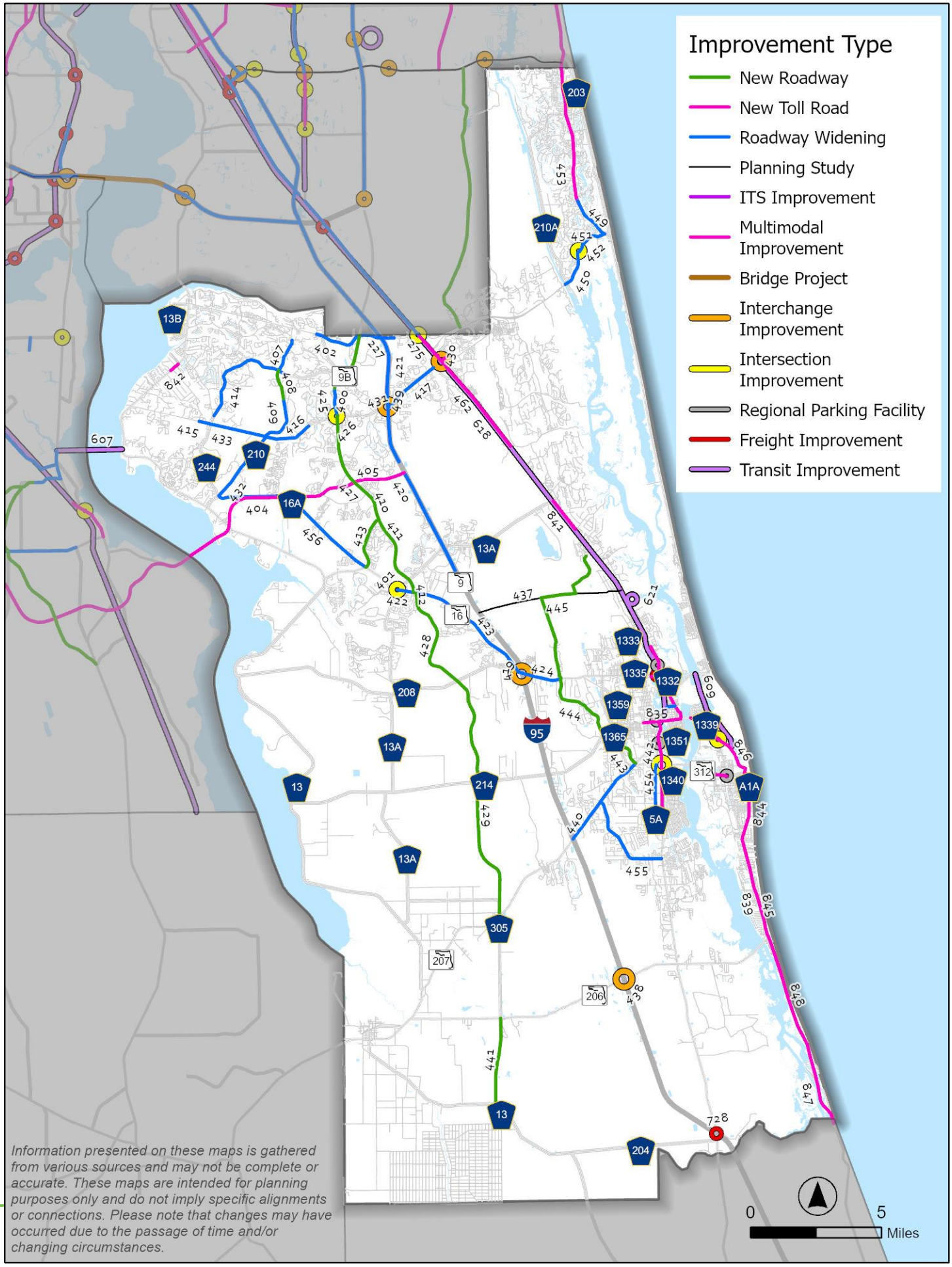
St Johns County Roadway Needs Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
435	Racetrack Road	Committed	East Peyton Parkway	Bartram Springs Parkway	St Johns	Roadway Widening	Widen from 2 to 4 lanes including new bridge over I-95
436	Racetrack Road	Committed	at US 1		St Johns	Intersection Improvement	Major Intersection Improvement
437	Big Oak Road	Planned	US 1	I-95 (SR 9)	St Johns	Planning Study	Feasibility study to consider new 2 lane roadway and an interchange with I-95
438	I-95	Planned/SIS	at CR 206		St Johns	Interchange Improvement	Interchange Modification
439	I-95 (SR 9)	Planned/SIS	at CR 210		St Johns	Interchange Improvement	Major Interchange Modification
440	SR 207	Planned	I-95 (SR 9)	SR 312	St Johns	Roadway Widening	Widen from 4 to 6 lanes including I-95 interchange improvements
441	CR 305	Planned	SR 206	SR 13	St Johns	New Roadway	Construction of a new 2 lane road
442	SR 312	Planned	Sgt. Tutten Drive	Lakeside Avenue	St Johns/City of St Augustine	Intersection Improvement	Major intersection improvement (Flyover)
443	SR 312	Planned	SR 207	Holmes Boulevard	St Johns	Widen Roadway	Widen from 2 to 4 lanes
444	SR 312	Planned	Holmes Boulevard	SR 16	St Johns/St Augustine	New Roadway	Construction of a new 4 lane road

St Johns County Roadway Needs Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
445	SR 312	Planned	SR 16	Dixie Highway (US 1)	St Johns/St Augustine	New Roadway	Construction of new 4 lane road
446	SR 312	Planned	Plantation Island Drive	SR A1A	St Johns	Multimodal Improvements	Construct sidewalks or the SJR2C Trail and bicycle lanes
447	SR A1A	Planned	at Red Cox/Coquina Road		St Johns/St Augustine	Intersection Improvement	Major Intersection Improvement
448	East Garage	Planned	Vicinity Anastasia Boulevard, Comares Avenue, and Red Cox Drive		St Johns/City of St Augustine	Regional Parking Garage	Construction of 250 +/- Parking Garage
449	SR A1A	Planned	Mickler Road	Sawgrass Drive West/Fairfield Boulevard	St Johns	Roadway Widening	Widen from 2 lanes to 4 lanes with bike lanes
450	Palm Valley Road	Planned	Intercoastal Waterway Bridge	Mickler Road	St Johns	Roadway Widening	Widen from 2 to 4 lanes
451	Palm Valley Road	Planned	at Mickler Road		St Johns	Intersection Improvement	Major Intersection Improvement
452	Mickler Road	Planned	Roundabout at Palm Valley Road	SR A1A	St Johns	Roadway Widening	Widen from 2 to 4 lanes
453	SR A1A	Planned	Mickler Road	Marsh Landing Parkway (St Johns County line)	St Johns	Multimodal Improvements	Safety and Operational Improvements
454	Old Moultrie Road	Planned	SR 312	Dixie Highway (US 1)	St Johns	Roadway Widening	Widen from 2 to 3 lanes with bicycle lanes and sidewalks

St Johns County Roadway Needs Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
455	Wildwood Drive	Planned	Dixie Highway (US 1)	SR 207	St Johns	Roadway Widening	Widen from 2 to 3 lanes
456	CR 16A	Planned	SR 16	Longleaf Pine Parkway	St Johns	Roadway Widening	Widen from 2 to 4 Lanes
457	West Castillo Drive	Planned	San Marco Avenue (A1A)	North Ponce De Leon Boulevard (US 1)	St Johns/City of St Augustine	Roadway Widening	Widen from 2 to 4 lanes
458	Regional Park and Ride	Planned	Vicinity of SR 312 and Anastasia Boulevard		St Johns/City of St Augustine	Park and Ride	Construction of a regional Park and Ride facility with 125 +/- spaces
459	South Garage	Planned	Vicinity of south SR 207, Ice Plant Road, and US 1		St Johns/City of St Augustine	Regional Parking Garage	Construction of 500 +/- Parking Garage
460	North Garage	Planned	Vicinity of Florida East Coast Rail, San Marco Avenue, Ponce De Leon Boulevard		St Johns/City of St Augustine	Regional Parking Garage	Construction of 500 +/- Parking Garage
461	West Garage	Planned	Vicinity of Kings Street, SR 207, and US 1		St Johns/City of St Augustine	Regional Parking Garage	Construction of 750 +/- Parking Garage
462	US 1	Planned	Pine Island Road	Race Track Road	St Johns	Safety and Operational Improvements	Intersection improvements

St Johns County Roadway Needs Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
463	SR A1A	Planned	North St Augustine Boulevard	Red Cox Drive/Old Quarry Road	St Johns/St Augustine	Multimodal Improvements	Multimodal Way/Multi-Use Path
464	SR A1A	Planned	Comares Avenue	Red Cox Road	St Johns/St Augustine	Multimodal Improvements	Multimodal Way/Multi-Use Path
465	Kings Street	Committed	Avenida Menendez (A1A)	North Rodriquez Street/Bridge of Lions	St Johns/City of St Augustine	Multimodal Improvements	Multimodal Way/Multi-Use Path
466	US 1 (Ponce De Leon Boulevard)	Planned	SR 207	King Street	St Johns/City of St Augustine	Multimodal Improvements	Safety, Bicycle, Pedestrian, and intersection upgrades
467	US 1	Planned	San Sebastian View	SR 16	St Johns	Multimodal Improvements	Sidewalk
468	US 1	Planned	SR 207	Old Moultrie Road (CR 5A)	St. Johns	Multimodal Improvements	Sidewalk
469	SR A1A	Planned	Treasure Beach Road	Ocean Palm Entrance (San Julian Boulevard)	St Johns	Multimodal Improvements	Construct sidewalk on the west side of SR A1A
470	SR A1A (San Marco Avenue)	Planned	SR 16	the Bridge of Lions	St Johns/City of St Augustine	Multimodal Improvements	Construct a Shared Use Path
471	US 1	Planned	Stokes Landing Road	International Golf Parkway	St Johns	Multimodal Improvements	Construct a sidewalk on the east side of US 1
472	SR 13	Planned	Holly Berry Lane	Marywood Drive	St Johns	Multimodal Improvements	Construct sidewalks along SR 13

St Johns County Roadway Needs Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
NM	Intermodal Center	Planned			St Johns	Modal	Conduct planning study for a Intermodal Transportation Center
473	North San Sebastian Bridge	Planned	Charles Usinas Memorial Highway (SR 16)	North Ponce De Leon Boulevard (US 1)	St Johns/St Augustine	Multimodal Improvements	Construct new multimodal bridge
474	Beach Boulevard	Committed	Pope Road	SR A1A	St. Johns	Multimodal Improvements	Multi-use Trail/Bike Path
475	SR A1A	Committed	SR 206	Beach Boulevard	St. Johns	Multimodal Improvements	Multi-use Trail/Bike Path
476	SR A1A/Anastasia State Park	Committed	Pope Road	Red Cox Drive	St. Johns	Multimodal Improvements	Multi-use Trail/Bike Path
TBD	Southeast Commuter Rail	TBD	Downtown Jacksonville	St Augustine	Duval/ St Johns	Transit	Commuter rail service between Jacksonville and St Augustine
TBD	Transit/Trolley Circulators	Planned	Existing and planned parking garages		St Johns/City of St Augustine	Transit	Connecting existing and future parking garages with +/- 10 minute transit headways with a span of service of 16 hours and transit vehicles with a 10 person capacity running bi-directional routes.


Improvement Type
New Roadway
New Toll Road
Roadway Widening
Planning Study
ITS Improvement
Multimodal Improvement
Bridge Project
Interchange Improvement
Intersection Improvement
Regional Parking Facility
Freight Improvement
Transit Improvement
Information presented on these maps is gathered from various sources and may not be complete or accurate. These maps are intended for planning purposes only and do not imply specific alignments or connections. Please note that changes may have occurred due to the passage of time and/or changing circumstances.
0
5
Miles

Regional Freight Needs Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
503	Kingsley Avenue (SR 224)	Planned	at the CSX Railroad Crossing		Clay	Grade Separation	Construct grade separation over rail
504	Wells Road	Planned	at the CSX Railroad Crossing		Clay	Grade Separation	Construct grade separation over rail
505	Woodland Drive	Planned	at the CSX Railroad Crossing		Clay	Crossing improvements	Construct crossing upgrades
506	Jaxport	Planned	at Blount Island		Duval	Entrance gate security and access improvements	Implement security and access improvements to offset anticipated queues and spill back onto local roadways
507	Jaxport	Planned	at Dames Point		Duval	Duval	Entrance gate security and access improvements
508	Jaxport	Planned	at the Cruise Terminal		Duval	Duval	Parking and Access Improvements
510	Blount Island Boulevard	Planned	Dave Rawls Boulevard/Channel View Drive to JEA Power site		Duval	Duval	Construct New Roadway
511	I-10 (SR 8)/US 90 (SR 10)	Planned	at First Coast Expressway (SR 23)		Duval	Duval	Truck parking

Regional Freight Needs Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
512	I-10 (SR 8)	Planned	Near Chaffee Road (CR 115C)		Duval	National Electric Vehicle Infrastructure (NEVI) Charging Station	Construct NEVI Charging Station
513	Avent Drive	Planned	at CSX Railroad Crossing		Duval	Crossing improvements	Construct crossing upgrades
514	Trout River Boulevard	Planned	at CSX Railroad Crossing		Duval	Grade Separation	Construct crossing upgrades
515	Acree Road	Planned	at CSX Railroad Crossing		Duval	Grade Separation	Construct crossing upgrades
516	St. Johns River Bridge	Planned	Florida East Coast Railroad (FEC)		Duval	Capacity improvements	Capacity improvements to address future bottleneck due to future passenger rail
517	Bowden Yard	Planned	Florida East Coast Railroad (FEC)		Duval/St Johns	Capacity improvements	Capacity improvements to address future bottleneck due to future passenger rail
518	McQuade/Broadway Street	Planned	CSX Railroad Crossing		Duval	Crossing improvements	Construct crossing upgrades

Regional Freight Needs Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
519	Greenland Road	Planned	Florida East Coast Railroad (FEC) Crossing		Duval	Crossing improvements	Construct crossing upgrades
520	Timuquana Avenue (SR 134)	Planned	Florida East Coast Railroad (FEC) Crossing		Duval	Crossing improvements	Construct crossing upgrades
521	Dave Rawls Boulevard (SR 105)	Planned	CSX Railroad Crossing		Duval	Grade Separation	Construct grade separation over rail
522	Florida East Coast (FEC)/CSX Rail Lines	Planned	Downtown Jacksonville	Eastport Connector	Duval	Capacity Improvements	Implement rail ferry service to Jaxport
523	Florida East Coast (FEC)/CSX Rail Lines	Planned	at the Moncrief Rail Yard		Duval	Capacity Improvements	Operational improvements for the interchanges between the FEC and CSX rail lines.
524	Amtrak	Planned	at the Moncrief Rail Yard		Duval	Capacity Improvements	Operational improvements to accommodate Amtrak's relocation to the Prime Osborn Convention Center.

Regional Freight Needs Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
525	Port of Fernandina	Planned	Port Entrance		Nassau	Entrance gate security and access improvements	Implement security and access improvements to offset anticipated queues and spill back onto local roadways
526	Racetrack Road/CR 210 Nocatee Parkway	Planned	Florida East Coast Railroad (FEC) Crossing		St Johns	Crossing improvements	Construct crossing upgrades
527	SR 16	Planned	Florida East Coast Railroad (FEC) Crossing		St Johns	Crossing improvements	Construct crossing upgrades
528	I-95	Planned	US 1 South		St Johns	National Electric Vehicle Infrastructure (NEVI) Charging Station	Construct NEVI Charging Station
529	All Rail Crossings in the Region	Planned	All rail crossings		Regional	Rail crossing notification system	Provide traveler information when crossings are blocked to reduce delays

Regional Transit Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
600	Mayport Ferry	Planned	A1A	A1A	Duval	Ferry Service	This project includes the purchase of an additional sustainable ferry vessel, fuel and charging infrastructure, and a new administration building for the existing Mayport Ferry service.
601	Duval Ferry	Planned	North University Blvd	50th SE	Duval	Ferry Service	This project includes the purchase of a sustainable ferry vessel, fuel and charging infrastructure, docking, parking, and administrative facilities.
602	St. Mary's Ferry	Planned	Fernandina Beach	St. Mary's GA	Nassau	Ferry Service	This project includes the purchase of a sustainable ferry vessel, fuel and charging infrastructure, docking, parking, and administrative facilities.
603	Cumberland Island Ferry	Planned	Fernandina Beach	Cumberland Island GA	Nassau	Ferry Service	This project includes the purchase of a sustainable ferry vessel, fuel and charging infrastructure, docking, parking, and administrative facilities.
604	North Water Taxi	Planned	Trout River	St. John's River	Duval	Water Taxi	Implement water taxi service on the Trout River with connections to the St. Johns River including docking and storage facilities.
605	Central Water Taxi	Planned	The District	Shipyard Development	Duval	Water Taxi	Implement water taxi service on the St. Johns River including docking, fueling, maintenance, and storage facilities.
606	East Water Taxi	Planned	Jacksonville University	Ortega	Duval	Water Taxi	Implement water taxi service on the St. Johns River including docking and storage facilities.
607	South Water Taxi	Planned	St. Johns River	St. Johns River	Clay/St. Johns	Water Taxi	Implement water taxi service on the St. Johns River including docking and storage facilities.

Regional Transit Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
608	Nassau Water Taxi	Planned	Intracoastal Waterway	Intracoastal Waterway	Nassau	Water Taxi	Implement water taxi service on the Intracoastal Waterway including docking and storage facilities.
609	St. Johns Water Taxi	Planned	Intracoastal Waterway	Intracoastal Waterway	St. Johns	Water Taxi	Implement water taxi service on the Intracoastal Waterway including docking and storage facilities.
610	U2C - Riverside	Committed	Central	Brooklyn/Five Points	Duval	New U2C Service	Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection
611	U2C - Springfield	Committed	Central	Springfield	Duval	New U2C Service	Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection
612	U2C -San Marco	Committed	Kings Avenue	San Marco	Duval	New U2C Service	Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection
613	U2C - Northwest	Committed	Central	Northwest	Duval	New U2C Service	Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection
614	U2C - Bay Street	Committed	Central	Bay Street	Duval	New U2C Service	Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection
NM	U2C - East Autonomous Vehicles	Committed	Central	East	Duval	20 Autonomous Vehicles (ReadiRide)	Purchase 20 AV, charging equipment, and storage facility for door to door neighborhood service
NM	U2C - North Autonomous Vehicles	Committed	Central	North	Duval	20 Autonomous Vehicles (ReadiRide)	Purchase 20 AV, charging equipment, and storage facility for door to door neighborhood service

Regional Transit Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
NM	U2C - South Autonomous Vehicles	Committed	Central	South	Duval	20 Autonomous Vehicles (ReadiRide)	Purchase 20 AV, charging equipment, and storage facility for door to door neighborhood service
NM	U2C - West Autonomous Vehicles	Committed	Central	West	Duval	20 Autonomous Vehicles (ReadiRide)	Purchase 20 AV, charging equipment, and storage facility for door to door neighborhood service
NM	U2C - Autonomous Vehicles	Committed	Kings Avenue	San Marco	Duval	20 Autonomous Vehicles (ReadiRide)	Purchase 20 AV, charging equipment, and storage facility for door to door neighborhood service
NM	Baker Express Bus	Planned	Downtown Jacksonville	MacClenny	Duval/ Baker	Express Bus Service	Implement express bus service from the JRTC to Baker County
NM	Putnam Express Bus	Planned	Downtown Jacksonville	Palatka	Duval/ Putnam	Express Bus Service	Implement express bus service from the JRTC to Putnam County
NM	Palm Coast Express Bus	Planned	Downtown Jacksonville	Palm Coast	Duval/ Palm Coast	Express Bus Service	Implement express bus service from the JRTC to Palm Coast
NM	Airport Express Bus	Planned	JRTC	JIA	Duval	Express Bus Service	Implement express bus service from the JRTC to the JIA
NM	Beaches Express Bus	Planned	A1A - Nassau County	A1A - St. Johns County	Duval	Express Bus Service	Implement express bus service from the Fernandina Beach to Crecent Beach
NM	Hillard Express Bus	Planned	Hillard	JRTC	Nassau	Express Bus Service	Implement express bus service from the JRTC to Hillard
NM	Ponte Vedra Express Bus	Planned	Ponte Vedra Beach	JRTC	St. Johns	Express Bus Service	Implement express bus service from the JRTC to Ponte Vedra
NM	Nocatee/WGV Express Bus	Planned	Nocatee/World Golf Village	JRTC	St. Johns	Express Bus Service	Implement express bus service from the JRTC to Nocatee
Regional Transit Needs Plan Projects							

Map ID	Facility	Status	From	To	County	Project Type	Project Description
NM	Clay Express Bus	Planned	JRTC	Clay County	Duval/ Clay	Enhanced Express Bus Service	Implement additional express bus services from the JRTC to Clay County
NM	Nassau Express Bus	Planned	JRTC	Nassau County	Duval/ Nassau	Enhanced Express Bus Service	Implement additional express bus services from the JRTC to Nassau County
NM	St. John Express Bus	Planned	JRTC	St. John County	Duval/St. John	Enhanced Express Bus Service	Implement additional express bus services from the JRTC to St. Johns County
615	Northeast Commuter Rail	Planned	Downtown Jacksonville	Yulee/Fernandina Beach	Duval/ Nassau	Commuter Rail	Implement commuter rail service from the JRTC to Fernandina Beach
616	Northwest Commuter Rail	Planned	Downtown Jacksonville	Callahan/ Hilliard	Duval/ Nassau	Commuter Rail	Implement commuter rail service from the JRTC to Hillard
617	West Commuter Rail	Planned	Downtown Jacksonville	MacClenny/Gainesville	Duval/ Baker	Commuter Rail	Implement commuter rail service from the JRTC to MacClenny/Gainesville
618	Southeast Commuter Rail	Planned	Downtown Jacksonville	St. Augustine	Duval/St. Johns	Commuter Rail	Implement commuter rail service from the JRTC to St. Augustine
619	Southwest Commuter Rail	Planned	Downtown Jacksonville	Palatka	Clay/ Duval	Commuter Rail	Implement commuter rail service from the JRTC to Palatka
620	UNF Campus Bus Service	Planned	UNF	UNF	Duval	Transit	Improve bus service at UNF
NM	Lake City Bus Service	Planned	Downtown Jacksonville	Lake City VA	Duval	Transit	Improve bus service in Lake City
NM	Shand's Bus Service	Planned	Clay County	St. Johns County	Clay/St. Johns	Transit	Improve bus service at Shands

Regional Transit Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
NM	East Jax Bus Service	Planned	Arlington	Oceanway	Duval	Transit	Improve bus service in east Jacksonville
NM	North Jax Bus Service	Planned	Edgewood	Oceanway	Duval	Transit	Improve bus service in north Jacksonville
NM	South Jax Bus Service	Planned	Orange Park	Mandarin	Duval	Transit	Improve bus service in south Jacksonville
NM	West Jax Bus Service	Planned	Edgewood	Orange Park	Duval	Transit	Improve bus service in west Jacksonville
NM	Nassau Bus Service	Planned	Hillard	American Beach	Nassau	Transit	Improve bus service in Nassau County
NM	Putnam Bus Service	Planned	Area Wide	Area Wide	Putnam	Transit	Improve bus service in Putnam County
NM	Baker Bus Service	Planned	Area Wide	Area Wide	Baker	Transit	Improve bus service in Baker County
NM	Clay Bus Service	Planned	Area Wide	Area Wide	Clay	Transit	Improve bus service in Clay County
NM	St. Johns Bus Service	Planned	Area Wide	Area Wide	St. Johns	Transit	Improve bus service in St. Johns
NM	Clay Flex Blue Line	Planned	NAS Jax	Pier Station Rd	Clay	Transit	Improve route and increase frequency of Clay Flex Blue Line
NM	Clay Flex Green Line	Planned	Middleburg	Keystone Heights	Clay	Transit	Improve route and increase frequency of Clay Flex Green Line
NM	Clay Flex (Pink) Magenta Line	Planned	Gainesville	Keystone Heights	Clay	Transit	Improve route and increase frequency of Clay Flex Magenta Line
NM	Clay Flex Purple Line	Planned	Oakleaf Plantation	Fleming Island	Clay	Transit	Improve route and increase frequency of Clay Flex Purple Line
NM	Clay Flex Red Line	Planned	Orange Park Mall	CR 218	Clay	Transit	Improve route and increase frequency of Clay Flex Red Line
NM	Arlington BRT Line	Planned	Downtown Jacksonville	Arlington	Duval	Bus Rapid Transit	Upgrade existing route to BRT service

Regional Transit Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
NM	Atlantic BRT Line	Planned	Downtown Jacksonville	Beaches/Ponte Vedra	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
624	103rd BRT Line	Planned	Cecil Field	Blanding Boulevard	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
NM	Edgewood BRT Line	Planned	New Kings Road	Downtown Jacksonville	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
625	Normandy BRT Line	Planned	Cecil Field	Downtown Jacksonville	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
626	Southside BRT Line	Planned	Regency Square Mall	Avenues Mall	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
627	Clay County BRT Line	Planned	Orange Park Mall	Middleburg	Clay	Bus Rapid Transit	Upgrade existing route to BRT service
NM	Commonwealth/Cassat BRT Line	Planned	Cecil Field	Downtown Jacksonville	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
NM	Commonwealth/Lane BRT Line	Planned	Downtown Jacksonville	103rd Street	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
NM	Dunn BRT Line	Planned	Kings Road	Zoo Parkway	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
NM	Main BRT Line	Planned	Yellow Bluff road	Downtown Jacksonville	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
NM	Moncrief BRT Line	Planned	Busch Drive	Downtown Jacksonville	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
NM	North Main BRT Line	Planned	Florida State College North Campus	Downtown Jacksonville	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
NM	Post/ Normandy BRT Line	Planned	Normandy Boulevard	Downtown Jacksonville	Duval	Bus Rapid Transit	Upgrade existing route to BRT service

Regional Transit Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
NM	St. Augustine/San Jose BRT Line	Planned	Downtown Jacksonville	Mandarin	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
NM	University BRT Line	Planned	Jacksonville University	St. Augustine Road	Duval	Bus Rapid Transit	Upgrade existing route to BRT service
NM	Regional Paratransit	Planned	Nassau County	St. Johns County	Duval	Paratransit	Implement a regional paratransit service
NM	Regional ReadiRide	Planned	Nassau County	St. Johns County	Duval	Transit	Implement a regional ReadiRide service
621	Intermodal Transfer Facility	Planned	St. Augustine Airport	St. Augustine Airport	St. Johns	Transit	Intermodal Transfer Facility at St. Augustine Airport
622	Skyway Modernization (U2C)	Planned	Downtown Jacksonville	Downtown Jacksonville	Duval	Transit	Modernize the Skyway infrastructure and operations to support the autonomous vehicle network.
623	JRTC Rail Terminal	Planned	Downtown Jacksonville	Downtown Jacksonville	Duval	Commuter Rail	Commuter Rail Terminal at the JRTC/ Prime Osbourne
NM	FSCJ Autonomous Vehicle Pilot	Planned	Downtown Jacksonville	Satellite Campuses	Duval/St. Johns	Autonomous Vehicle Program	Expand pilot to additional campuses. This pilot will get the public familiar with riding AV services and expand JTA's expertise in establishing and operating AV services.
NM	Bus Stops Of the Future	Planned	Regional	Regional	Duval	Transit	Install innovative bus stops of the future throughout the region

Regional Transit Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
NM	ADA Bus Stop Improvements	Planned	Regional	Regional	Duval	ADA	Improvements include installing new concrete bus pads, shelters, and amenities at existing bus stops. The improvements will also include the associated clearing, grubbing, erosion control, handrail, grading and minor drainage modifications as required for construction.
NM	Autonomous Innovation Center	Planned	Downtown Jacksonville	Downtown Jacksonville	Duval	Transit	Construction of an autonomous vehicle maintenance and storage facility and operations center. It will include a command center, charging equipment, and offices.
NM	Open Fare Payment	Planned	Clay County	Nassau County	Duval	Transit	Integrated regional fare payment system
NM	Low/No Emissions Fleet	Planned	Clay County	Nassau County	Duval	Transit	Upgrade JTA fleet vehicles to all low/no emissions
NM	Blue Line BRT Transit Lanes	Planned	JRTC	Avenues Walk	Duval	Transit	Implement transit only lanes for existing BRT service

Regional Transit Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
NM	Green Line BRT Transit Lanes	Planned	JRTC	Armsdale	Duval	Transit	Implement transit only lanes for existing BRT service
NM	Orange BRT Transit Lanes	Planned	JRTC	Orange Park	Duval	Transit	Implement transit only lanes for existing BRT service
NM	Red Line BRT Transit Lanes	Planned	JRTC	Beaches	Duval	Transit	Implement transit only lanes for existing BRT service
NM	Arlington BRT Line TSP	Planned	Downtown Jacksonville	Arlington	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	Atlantic BRT Line TSP	Planned	Downtown Jacksonville	Beaches/Ponte Vedra	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	Beach Blvd/Town Center BRT Line TSP		Downtown Jacksonville	Beaches/Ponte Vedra	Duval	Transit	Implement transit signal priority for proposed BRT service
624	103rd BRT Line TSP	Planned	Cecil Field	Blanding Boulevard	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	Edgewood BRT Line TSP	Planned	New Kings Road	Downtown Jacksonville	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	Normandy BRT Line TSP	Planned	Cecil Field	Downtown Jacksonville	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	Southside BRT Line TSP	Planned	Regency Square Mall	Avenues Mall	Duval	Transit	Implement transit signal priority for proposed BRT service

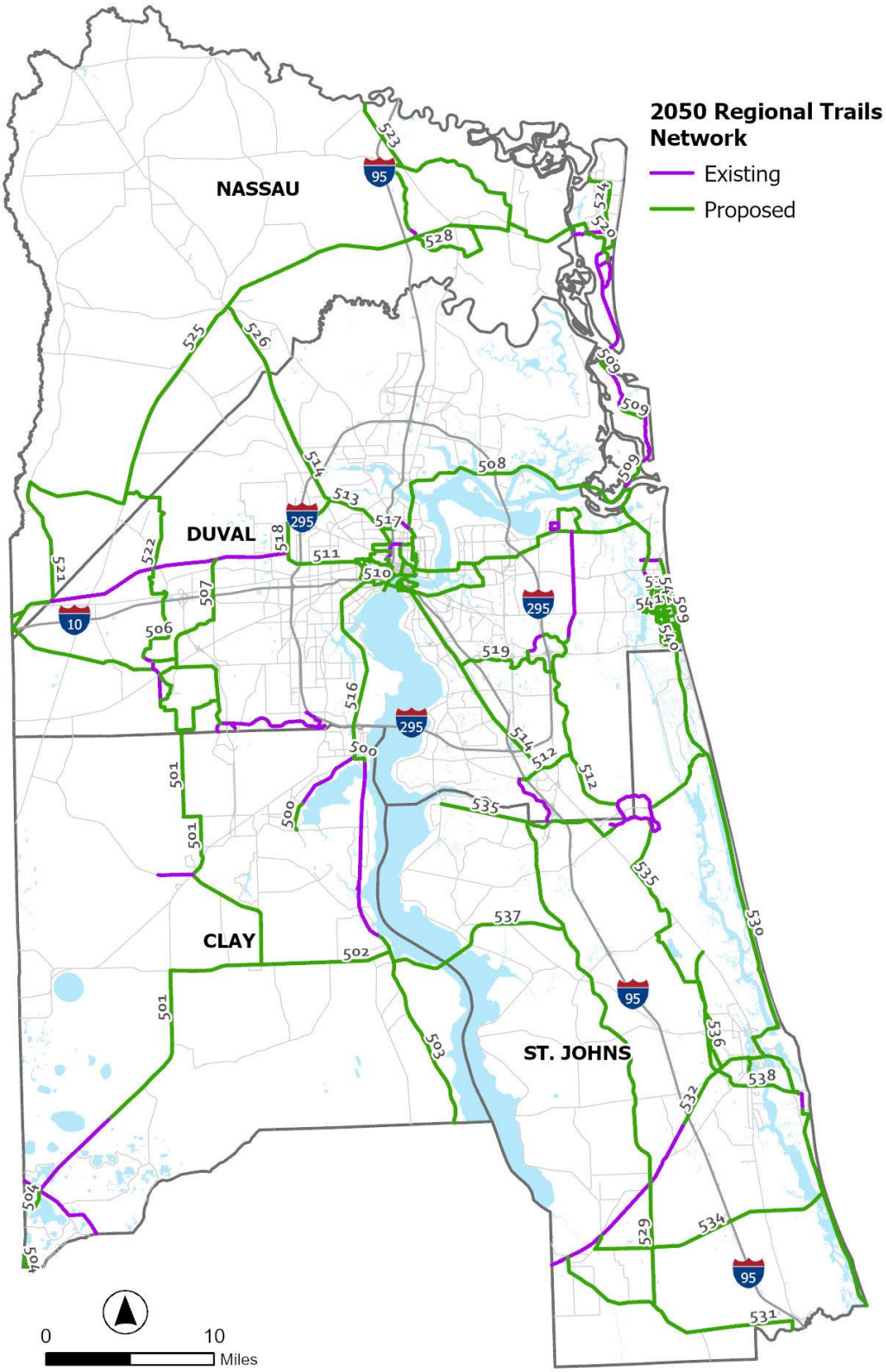
Regional Transit Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
NM	Clay County BRT Line TSP	Planned	Orange Park Mall	Middleburg	Clay	Transit	Implement transit signal priority for proposed BRT service
NM	Commonwealth/Cassat BRT Line TSP	Planned	Cecil Field	Downtown Jacksonville	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	Commonwealth/Lane BRT Line TSP	Planned	Downtown Jacksonville	103rd Street	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	Dunn BRT Line TSP	Planned	Kings Road	Zoo Parkway	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	Main BRT Line TSP	Planned	Yellow Bluff road	Downtown Jacksonville	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	North Main BRT Line TSP	Planned	Florida State College North Campus	Downtown Jacksonville	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	Post/Normandy BRT Line TSP	Planned	Normandy Boulevard	Downtown Jacksonville	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	St. Augustine/San Jose BRT Line TSP	Planned	Downtown Jacksonville	Mandarin	Duval	Transit	Implement transit signal priority for proposed BRT service
NM	University BRT Line TSP	Planned	Jacksonville University	St. Augustine Road	Duval	Transit	Implement transit signal priority for existing BRT service
NM	Blue Line BRT TSP	Planned	JRTC	Avenues Walk	Duval	Transit	Implement transit signal priority for existing BRT service

Regional Transit Needs Plan Projects							
Map ID	**Facility**	**Status**	**From**	**To**	**County**	**Project Type**	**Project Description**
NM	Green Line BRT TSP	Planned	JRTC	Armsdale	Duval	Transit	Implement transit signal priority for existing BRT service
NM	Orange BRT TSP	Planned	JRTC	Orange Park	Duval	Transit	Implement transit signal priority for existing BRT service
NM	Red Line BRT TSP	Planned	JRTC	Beaches	Duval	Transit	Implement transit signal priority for existing BRT service

Regional Trails Needs Plan Projects						
Map ID	**Facility**	**Status**	**Primary Roadway**	**From**	**To**	**County**
500	Doctors Lake Trail	Proposed	CR 224A/Doctors Lake Drive	CR 220	Doctor's Lake Trail	Clay
501	Duval to Goldhead Trail	Proposed	SR 21 and SR 16	Goldhead State Park	Duval County Line	Clay
502	Gold Head to St. Johns Trail	Proposed	SR 16	CR 218	SJC Line	Clay
503	Green Cove Springs to Putnam County	Proposed	US 17 and CR 209	SR 16	Putnam County Line	Clay
504	Hawthorne Trail Connection	Proposed	SR 21	Hawthorne Trail	Palatka to Lake Butler Trail	Clay
505	Roosevelt Trail (Clay)	Proposed	Rail Line	Doctors Lake Drive	Duval County Line	Clay
506	Cecil Trail Network	Proposed	Varies	Cecil Trail	Clay County Line	Duval
507	POW-MIA Memorial Trail	Proposed	Chaffee Road	Cecil Trail	Baldwin Trail	Duval
508	Core 2 Coast (C2C) Loop	Proposed	Varies	Downtown Jacksonville	Beaches	Duval
509	East Coast Greenway	Proposed	A1A	St Johns County Line	Nassau County Line	Duval
510	Emerald Trail	Proposed	Varies	Downtown Jacksonville	East Coast Greenway	Duval
511	Baldwin Trail	Proposed	Rail line	Trail terminus	McDuff Avenue	Duval
512	Ft. Caroline Trail	Proposed	Kernan Road	Trail terminus	Nocatee Trail	Duval
513	Moncrief Trail	Proposed	Moncrief Road	US 1/Kings Road Trail	Core 2 Coast (C2C) Loop	Duval
514	Kings Road Historic Trail (Duval)	Proposed	US 1/Kings Road	Ft. Caroline Trail	Nassau County Line	Duval
515	Race Track Trail (Duval)	Proposed	Race Track Road	St Johns County Line	St Johns County Line	Duval
516	Roosevelt Rail Trail	Proposed	Roosevelt Boulevard	Clay County Line	Forest Street	Duval

Regional Trails Needs Plan Projects						
Map ID	**Facility**	**Status**	**Primary Roadway**	**From**	**To**	**County**
517	S Line Trail	Proposed	Varies	Church Street	Liberty Street	Duval
518	Soutel Trail	Proposed	Soutel Road	Baldwin Trail eastern terminus	Miller Park	Duval
519	Town Center Connector	Proposed	A.C. Skinner Parkway	US 1	Ft. Caroline Trail /Baymeadows Road East	Duval
520	Amelia Island Trail Extension	Proposed	Amelia Island Parkway	Existing northern terminus	SR 200	Nassau
521	Baldwin Northern Loop (Nassau)	Proposed	n/a	Baldwin Trail west of US 301	Baldwin Trail east of US 301	Nassau
522	Baldwin Northern Loop (Duval)	Proposed	n/a	Baldwin Trail terminus	Nassau County Line	Duval
523	Crandall Pasture Trail	Proposed	US 17/Chester Road	A1A	US 17/GA Line	Nassau
524	Timucuan Trail	Proposed	Amelia Island Parkway	A1A near Peters Point	Buccaneer Trail	Nassau
525	Trans Nassau Trail	Proposed	SR 200/CSX Rail Line	Bryceville	William Burgess Trail	Nassau
526	Kings Road Historic Trail (Nassau)	Proposed	US 1	Duval County Line	Trans Nassau Trail	Nassau
527	West Cecil to Nassau Trail	Proposed	n/a	Duval County Line	Baker County Line	Nassau
528	William Burgess Trail	Partially Complete	William Burgess Parkway	Miner Road	Buccaneer Trail	Nassau
529	CR 2209 Trail	Partially Complete	CR 2209	CR 204	Race Track Road	St. Johns
530	East Coast Greenway	Proposed	A1A	Flagler County	Duval County	St. Johns
531	Hastings to Bunnell/Ormond Corridor	Proposed	CR 204	SR 207	US 1	St. Johns
532	Palatka to St. Augustine Trail	Partially Constructed	SR 207/Florida East Coast (FEC) Rail Corridor	Trail terminus	SR A1A	St. Johns
533	Race Track Road Trail	Proposed	Race Track Road	SR 13	Nocatee Trail	St. Johns

Regional Trails Needs Plan Projects						
Map ID	**Facility**	**Status**	**Primary Roadway**	**From**	**To**	**County**
534	SR 206 Trail	Proposed	SR 206	SR 207	A1A	St. Johns
535	SR 207 to Ponte Vedra*	Proposed	Varies	Palatka to St. Augustine Trail	A1A	St. Johns
536	CR 313 Trail*	Proposed	CR 313	Palatka to St. Augustine Trail	US 1	St. Johns
537	St. Johns to Green Cove Springs Trail	Proposed	First Coast Expressway	SR 13	CR 2209 Trail	St. Johns
538	SR 312 Loop	Proposed	SR 312	US 1/King Street	A1A	St. Johns
539	East-West Beach Connector	Proposed	City of Jacksonville Beach (varies)			Duval
540	Cradle Cree Braid	Proposed	City of Jacksonville Beach (varies)			Duval
541	Jax Beach Community Loop	Proposed	City of Jacksonville Beach (varies)			Duval
542	Other Jax Beach Braids and Connectors	Proposed	City of Jacksonville Beach (varies)			Duval
543	South Beach Seabreeze Loop	Proposed	City of Jacksonville Beach (varies)			Duval
544	Jax Beach - Mid Loop	Proposed	City of Jacksonville Beach (varies)			Duval


2050 Regional Trails Network
Existing
Proposed
NASSAU
DUVAL
CLAY
ST. JOHNS
95
295
10
0
10
Miles

Appendix B

Planning Level Costs per Mile

Project Type	Estimated Cost Per Mile
Rural	
New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders	$6,478,000
New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane	$7,900,000
New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders	$9,480,000
New Construction Divided 4 Lane Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside	$12,640,000
New Construction Divided 4 Lane Rural Interstate with Paved Shoulders 10' Outside and 4' Inside	$15,958,000
New Construction Undivided 5 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane	$11,060,000
New Construction Divided 6 Lane Rural Road with 5' Paved Shoulders Inside and Out	$15,800,000
New Construction Divided 6 Lane Rural Interstate with 10' Paved Shoulders Inside and Out	$18,960,000
New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial	$1,580,000
New Construction Extra Cost for 1 Single Additional Lane on a Rural Interstate	$1,738,000
Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders	$7,110,000
Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside and Out	$8,058,000
Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside and Out	$7,900,000
Widen 4 Lane Interstate to 6 Lanes (In Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out	$11,376,000
Widen 4 Lane Interstate to 6 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10'	$11,060,000
Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside and Out	$8,374,000
Project Type	**Estimated Cost Per Mile**

Widen 6 Lane Interstate to 8 Lanes (in Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out	$12,640,000
Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300'	$474,000
Widen Divided Rural 4-Lane for Right Turn Lane, 300'	$474,000
Urban	
New Construction 2 Lane Undivided Urban Arterial with appropriate bike and pedestrian facilities	$12,640,000
New Construction 3 Lane Undivided Urban Arterial with Center Lane and appropriate bike and pedestrian facilities	$13,430,000
New Construction Undivided Urban Arterial with appropriate bike and pedestrian facilities	$15,800,000
New Construction 4 Lane Urban Road with 22' Median and appropriate bike and pedestrian facilities	$22,120,000
New Construction 4 Lane Divided Urban Interstate, Closed 22' Median with Barrier Wall, 10' Shoulders Inside and Out	$33,180,000
New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and appropriate bike and pedestrian facilities	$17,380,000
New Construction 6 Lane Urban Road with 22' Median and appropriate bike and pedestrian facilities	$23,700,000
New Construction 6 Lane Divided Urban Interstate with 22' Closed Median with Barrier Wall, 10' Shoulders Inside and Out	$35,076,000
New Construction Extra Cost for Additional Lane on Urban Arterial	$4,898,000
New Construction Extra Cost for Additional Lane on Urban Interstate	$1,738,000
Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with appropriate bike and pedestrian facilities	$14,220,000
Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, appropriate bike and pedestrian facilities	$15,800,000
Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane and appropriate bike and pedestrian facilities	$14,220,000
Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and appropriate bike and pedestrian facilities	$14,220,000
Widen 4 Lane Urban Interstate with Closed Median to 6 Lanes (Outside), Mill and Resurface Existing, 10' Shoulders Outside	$26,000,000
Project Type	**Estimated Cost Per Mile**

Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with appropriate bike and pedestrian facilities	$16,590,000
Widen 4 Lane Interstate to 6 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10'	$11,060,000
Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside and Out	$8,374,000
Widen 6 Lane Interstate to 8 Lanes (in Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out	$12,640,000
Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300'	$474,000
Widen Divided Rural 4-Lane for Right Turn Lane, 300'	$474,000
New Construction 2 Lane Undivided Urban Arterial with appropriate bike and pedestrian facilities	$12,640,000
New Construction 3 Lane Undivided Urban Arterial with Center Lane and appropriate bike and pedestrian facilities	$13,430,000
New Construction Undivided Urban Arterial with appropriate bike and pedestrian facilities	$15,800,000
New Construction 4 Lane Urban Road with 22' Median and appropriate bike and pedestrian facilities	$22,120,000
New Construction 4 Lane Divided Urban Interstate, Closed 22' Median with Barrier Wall, 10' Shoulders Inside and Out	$33,180,000
New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and appropriate bike and pedestrian facilities	$17,380,000
New Construction 6 Lane Urban Road with 22' Median and appropriate bike and pedestrian facilities	$23,700,000
New Construction 6 Lane Divided Urban Interstate with 22' Closed Median with Barrier Wall, 10' Shoulders Inside and Out	$35,076,000
New Construction Extra Cost for Additional Lane on Urban Arterial	$4,898,000
New Construction Extra Cost for Additional Lane on Urban Interstate	$1,738,000
Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with appropriate bike and pedestrian facilities	$14,220,000
Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, appropriate bike and pedestrian facilities	$15,800,000
Project Type	**Estimated Cost Per Mile**

Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane and appropriate bike and pedestrian facilities	$14,220,000
Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and appropriate bike and pedestrian facilities	$14,220,000
Widen 4 Lane Urban Interstate with Closed Median to 6 Lanes (Outside), Mill and Resurface Existing, 10' Shoulders Outside	$26,000,000
Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with appropriate bike and pedestrian facilities	$16,590,000
Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside	$25,280,000
Suburban	
New Construction Suburban 4 Lane with Paved Shoulders Outside and Curb Median	$12,640,000
Widen Existing Rural Facility to the Inside with Addition of Closed Drainage System and Median Barrier Wall	$9,480,000
Widen 4 Lane Suburban Roadway with 6.5' Paved Shoulder and Convert to Curb and Gutter Out; Stripe for Bike Lane	$7,900,000
Add 2 Lanes with Curb and Gutter Out to Existing 4 Lane Urban or Suburban Roadway with Curb and Gutter Out	$8,058,000
Other	
Two Directional, 12' Shared Use Path	$948,000
Rails to Trails project (12' width)	$869,000
Sidewalk construction; 5' one side, 4-inch depth	$475,580
Mid-Block Crossing	$395,000

Appendix C

2050 Cost Feasible Plan Tables and Maps

Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
272	Main Street (US 17) SR 5	Duval	2094119	Airport Center Drive	Max Leggett Parkway	ROW	Purchase of ROW for future widening project	$7,020,000					
233	Main Street (US 17) SR 5	Duval	2094118	South of New Berlin Road	Airport Center Drive	CST	Add lanes and reconstruct	$48,145,205					
423	SR 16	St Johns	2104475	International Golf Parkway	I-95 (SR 9)	CST	Add lanes and reconstruct	$4,451,033					
844	Beach Boulevard	St Johns	4470611	Pope Road	SR A1A	CST	Multi-use Trail/Bike Path	$3,622,771					
845	SR A1A	St Johns	4470621	SR 206	Beach Boulevard	CST	Multi-use Trail/Bike Path	$8,424,756					
846	SR A1A/Anastasia State Park	St. Johns	4470601	Pope Road	Red Cox Drive	CST	Multi-use Trail/Bike Path	$5,064,611					
847	SR A1A	St. Johns	4470641	Marineland	Fort Matanzas Inlet	CST	Multi-use Trail/Bike Path	$12,003,407					
848	SR A1A	St. Johns	4470631	Fort Matanzas Inlet	SR 206	Design, CST	Multi-use Trail/Bike Path	$3,607,913					
833, 834	SR A1A	St. Johns	4470591	Red Cox Drive	Bridge of Lions	CST	Multi-use Trail/Bike Path	$6,995,953					
835	King Street	St. Johns	4470581	US 1	Bridge of Lions	CST	Multi-use Trail/Bike Path	$3,774,978					
288*	I-10 (SR 8)	Duval	4524051			CST	Electric Vehicle GAP Phase 8	$2,700,000					
829	Timucuan Trail	Duval	4084943	Fort George Island Trail Head		CST	Multi-use Trail/Bike Path	$3,263,107					
801	Heckscher Drive (SR A1A) (Core to Coast)	Duval	4331641	Huguenot Park	George River Bridge	CST	Multi-use Trail/Bike Path	$6,284,325					
430	CR 210	St. Johns		at US 1		CST	Construct interchange with US 1	$6,000,000					
432	CR 210	St. Johns		Greenbriar Road	Cimarrone Boulevard	CST	Widen from 2 to 4 lanes	$40,033,741					
410, 411, 412, 428	CR 2209	St. Johns		CR 210	CR 208	CST	Construct new 4 lane roadway	$37,563,202					
414	Longleaf Pine Parkway	St. Johns		Roberts Road	Veterans Parkway	CST	Widen from 2 to 4 lanes	$21,099,809					
403	Racetrack Road	St. Johns		Peyton Parkway	Bartram Park Boulevard	Design	Widen to 4 lanes	$4,091,539					

Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
805	Kings Road Corridor (LOGT)	Duval		I-95	MLK Pkwy	Planning, Design, Build (Partially Funded)	The project consists of light beacons at the S-Line Crossing and two mini-roundabouts at Fairfax Street and Tyler Street. Transit stop improvements.	$3,542,000					
806	Dunn Avenue Corridor (LOGT)	Duval		I-295	I-95	Planning, Design, Build (Partially Funded)	A lane elimination (road diet) to bike lanes, ADA improvements, transit stops improved amenities, new concrete pads, shelters, benches, trash receptacles, and immediate sidewalk connectivity.	$1,958,000					
807	University Boulevard (LOGT)	Duval		Arlington Road	Arlington Expressway	Planning, Design, Build (Partially Funded)	Milling and resurfacing with potential improvements to include reduced travel lane widths, construction of 6' buffered bike lanes, mid-block crossings, and transit stop improvements.	$7,062,000					

Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
808	8th Street Corridor (LOGT)	Duval		I-95 Ramps	Main Street	Planning, Design, Build (Partially Funded)	Pedestrian safety and aesthetic enhancements along 8th Street, including realignment of existing crosswalks, new crosswalks, installation of rectangular rapid flashing beacons and additional signage and marking for bike lanes. Transit stop improvements.	$1,963,500					
810	University Blvd/Merrill Road Corridor (LOGT)	Duval		University Boulevard	Townsend Boulevard	Planning, Design, Build (Partially Funded)	The project consists of pedestrian safety and aesthetic enhancements, including new crosswalks, connecting sidewalk gaps and bike lanes. Transit stop improvements.	$1,045,000					
811	Lenox Avenue Corridor (LOGT)	Duval		Normandy Boulevard	Cassat Avenue	Planning, Design, Build (Partially Funded)	Reduce travel lanes from four lanes to two lanes and include median and bike lane installation. ADA, sidewalk, and crosswalk improvements. Transit stop improvements	$2,315,500					

Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
812	Lem Turner Road Corridor (LOGT)	Duval		I-295	I-95	Planning, Design, Build (Partially Funded)	Restriping, lane elimination, ADA improvements, sidewalk and crosswalk improvements, and a roundabout. Transit stop improvements.	$4,185,500					
813	Philips Highway Corridor (LOGT)	Duval		University Boulevard	Baymeadows Road	Planning, Design, Build (Partially Funded)	Improve pedestrian safety and aesthetic enhancements, including new crosswalks, wider sidewalk, transit and bicycle infrastructure, and ADA improvements.	$4,301,000					
814	Park Street Corridor (LOGT)	Duval		US-17	I-95	Planning, Design, Build (Partially Funded)	Reduce travel lanes and lane widths. Replace concrete barrier with landscaping. Improve pedestrian safety and aesthetic enhancements, including new crosswalks, wider sidewalk, transit and bicycle infrastructure, and ADA improvements.	$3,212,000					

Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
815	Edgewood Avenue Corridor (LOGT)	Duval		Cassat Avenue	Main Street	Planning, Design, Build (Partially Funded)	Reduce travel lanes and include median, transit and bicycle infrastructure, ADA, sidewalk, and crosswalk improvements.	$12,116,500					
657*	University Hub	Duval		University bus stop	University bus stop	Planning, Design, Build (Partially Funded)	Implement a multimodal transfer hub including transit, micro transit, bike, and pedestrian improvements	$300,000					
Strategic Intermodal System (SIS) Projects													
212	I-295 (SR 9A)	Duval	4358441	at Normandy Boulevard (SR 228)		CST	Modify Interchange	$73,000					
201	I-295 (SR 9A)	Duval	4473651	Buckman Bridge		CST	Bridge widening and rehabilitation	$73,000					
250	I-295 (SR 9A)	Duval	2132601	North of New Kings Road	South of I-95 North Interchange	PD&E, Design and ROW	Widen from 4 to 8 lanes	$46,000,000	$14,447,000	$6,349,000	$116,545,000		
247	I-295 (SR 9A)	Duval	2132611	North of Commonwealth Road	North of New Kings Road	PD&E, Design, ROW and CST	Widen from 4 to 8 lanes	$11,069,000	$5,308,000	$78,514,000			
246	I-295 (SR 9A)	Duval	2096586	South of Heckscher Drive (SR 105)	North of Pulaski Road	Design	Widen from 4 to 6 lanes	$1,000,000					
245	I-295 (SR 9A)	Duval	2093014	Southside Connector (SR 113)	J. Turner Butler Boulevard (SR 202)	PD&E, Design, ROW and CST	Widen from 4 to 6 lanes	$5,289,424	$484,801,000				
248	I-295 (SR 9A)	Duval	2133459	South of US 17	Blanding Boulevard (SR 21)	PD&E, Design, ROW and CST	Widen from 6 to 8 lanes	$97,000	$7,661,000	$167,967,000	$206,528,000		
214	I-295 (SR 9A)	Duval	2093018	Beach Boulevard (SR 212)	J. Turner Butler Boulevard (SR 202)	PD&E, Design, CST	Widen from 4 to 6 lanes	$349,000					
246	I-295 (SR 9A)	Duval	2096584	South of Heckscher Drive (SR 105)	North of Pulaski Road	PD&E, Design and ROW	Widen from 4 to 6 lanes	$7,325,417				$2,416,000	

Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
216	I-95 (SR 9)	Duval	4338992	at US 1 (SR 115)/MLK/20th Street		Design and ROW	Modify Interchange	$1,629,000					
229	I-95 (SR 9)	Duval	4355772	I-295 (SR 9A)	Baymeadows Road (SR 152)	ROW and CST	Widen from 8 to 10 lanes	$252,988,263					
421	I-95 (SR 9)	St Johns	4240264	North of First Coast Expressway (SR 23)	Duval County Line	CST	Widen from 6 to 8 lanes	$324,633,078					
420	I-95 (SR 9)	St Johns	4229389	South of International Golf Parkway	South of First Coast Expressway (SR 23) Interchange	CST	Widen from 6 to 10 lanes	$141,653,091					
217	I-95 (SR 9)	Duval	4322592	South of Emerson Street (SR 126)	Atlantic Boulevard	Design and CST	Widen from 6 to 8 lanes	$355,577,009					
228	I-95 (SR 9)	Duval	4322593	South of J. Turner Butler Boulevard (SR 202)	South of Emerson Street (SR 126)	Design and CST	Widen from 6 to 8 lanes	$132,000	$61,934,000				
224	I-95 (SR 9)	Duval	4461531	Baymeadows Road	J. Turner Butler Boulevard (SR 202)	Design and CST	Widen from 6 to 8 lanes	$13,000	$41,292,000				
254	I-95 (SR 9)	Duval	4355771	I-295 (SR 9A)	J. Turner Butler Boulevard (SR 202)	Design	Widen from 4 to 6 lanes	$132,000					
227	I-95 (SR 9)	Duval	4240265	St Johns County Line	I-295 (SR 9A)	CST	Widen from 6 to 8 lanes	$294,197,024					
229	I-95 (SR 9)	Duval	4427782	Beaver Street (US 90)	Martin Luther King (US 1) SR 115	Design, ROW and CST	Widen from 6 to 8 lanes	$825,397				$163,154,000	
241	I-10 (SR 8)	Duval	4407651	SR 23	I-295 (SR 9A)	PD&E	Add lanes and reconstruct	$1,015,000					
240	I-10 (SR 8)	Duval	4407641	US 301	SR 23	PD&E	Add lanes and reconstruct	$1,015,000					
210	I-10 (SR 8)	Duval	4288652	at US 301 (SR 200)		CST	New Interchange Ramp	$15,856,741					
225	Hecksher Drive (SR 105)	Duval	4461231	I-295 (SR 9A)		Design, CST	Add right turn lane(s)	$60,000					
226	J. Turner Butler Boulevard (SR 202)	Duval	4463861	Belfort Road Interchange		Utilities	Modify Interchange	$150,112					
232	J. Turner Butler Boulevard (SR 202)	Duval	4389282	East of I-95	North of Mustang Road	CST	Widen from 6 lanes to 8 lanes	$30,170,929					

Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
113, 404, 405	First Coast Expressway (SR 23)	St Johns /Clay	4229382	I-95 (SR 9)	US 17 (SR 15)	ROW	Construct new toll facility	$27,836,545					
405	First Coast Expressway (SR 23)	St. Johns	4229387	East of CR 16A Spur	East of CR 209	CST	Construct new toll facility	$5,393,290					
405	First Coast Expressway (SR 23)	St. Johns	4229388	East of CR 2209	East of CR 16A Spur	CST	Construct new toll facility	$429,506,512					
405	First Coast Expressway (SR 23)	St Johns	4530701	I-95 (SR 9)	East of CR 2209	CST	Construct new toll facility	$446,636,458					
801	I-10 (SR 8)	Duval	3876	at I-295 (SR 9A)		Design, CST	Modify Interchange				$8,200,000	$102,352,000	
802	I-10 (SR 8)	Duval	3303	at First Coast Expressway (SR 23)		Design, CST	Widen from 6 to 8 lanes					$101,523,000	
247	I-295 (SR 9A)	Duval	3889	North of Collins Road	North of Commonwealth Road	PD&E, Design	Widen from 6 to 8 lanes					$58,499,000	
803	I-295 (SR 9A)	Duval	3643	South of US 17	Blanding Boulevard (SR 21)	PD&E	Widen from 8 to 12 lanes					$1,500,000	
804	I-95 (SR 9)	Duval	3445	North of Martin Luther King (SR 115)	South of SR 105	PD&E, Design, ROW and CST	Construction of Managed Lanes				$73,804,000	$438,041,000	
307	US 301 (SR 200)	Nassau	3856	at Crawford Road		PD&E and ROW	Modify Interchange				$365,000	$699,000	
SIS Totals									**$615,443,000**	**$252,830,000**	**$405,442,000**	**$868,184,000**	
	Regional Transit Projects												
600	Mayport Ferry	Duval		A1A	A1A	Capital & Construction (Partial Funding)	Additional Ferry; increase frequency by 50%	$12,530,000					
610	U2C - Riverside	Duval		Central	Brooklyn/Five Points	Capital & Construction (Partial Funding)	Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection	$1,400,000					

Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
611	U2C - Springfield	Duval		Central	Springfield	Capital & Construction (Partial Funding)	Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection	$1,400,000					
612	U2C -San Marco	Duval		Kings Avenue	San Marco	Capital & Construction (Partial Funding)	Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection	$1,400,000					
613	U2C - Northwest	Duval		Central	Northwest	Capital & Construction (Partial Funding)	Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection	$1,400,000					
614	U2C - Bay Street	Duval		Central	Bay Street	Capital & Construction	Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection	$65,200,000					
622	Skyway Modernization	Duval		Downtown Jacksonville	Downtown Jacksonville	Capital & Construction (Partial Funding)	Modernize the Skyway infrastructure and operations to support the autonomous vehicle network.	$9,000,000					
623	JRTC Rail Terminal	Duval		Downtown Jacksonville	Downtown Jacksonville	Planning, Design, Build (Partial Funding)	Commuter Rail Terminal at the JRTC/ Prime Osbourne	$1,000,000					

Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
6017*	FSCJ Autonomous Vechile Pilot	Duval		Downtown Jacksonville	Satellite Campuses	Capital & Construction (Partial Funding)	Expand pilot to additional campuses. This pilots will get the public familiar with riding AV services and expand JTA's expertise in establishing and operating AV services.	$325,000					
6018*	Bus Stops Of the Future	Duval		Regional	Regional	Capital & Construction (Partial Funding)	Install innovative bus stops of the future throughout the region	$800,000					
6019*	ADA Bus Stop Improvements	Duval		Regional	Regional	Capital & Construction (Partial Funding)	Improvements include installing new concrete bus pads, shelters, and amenities at existing bus stops. The improvements will also include the associated clearing, grubbing, erosion control, handrail, grading and minor drainage modifications as required for construction.	$4,000,000					

Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
6020*	Autonomous Innovation Center	Duval		Downtown Jacksonville	Downtown Jacksonville	Construction	Construction of an autonomous vehicle maintenance and storage facility and operations center. It will include a command center, charging equipment, and offices.	$16,000,000					
6021*	Open Fare Payment	Duval		Clay County	Nassau County	Capital (Partial Funding)	Upgrade Entire Fleet Payment Method	$500,000					
6031*	Operations and Maintenance	Regional				Operations and Maintenance	Operations and Maintenance	$30,000,000	$ 6,308,000	$ 34,100,000	$ 35,650,000	$ 72,720,000	
605*	Central Water Taxi	Duval		The District	Shipyard Development	Capital & Construction (Partial Funding)	Implement water taxi service on the St. Johns River including docking, fueling, maintenance, and storage facilities.	$950,000					
620*	UNF Campus Bus Service	Duval		UNF	UNF	Capital (Partial Funding)	Bus Service	$150,000					
686*	Lake City Bus Service	Duval		Downtown Jacksonville	Lake City Veterans Affairs Hospital	Capital (Partial Funding)	Bus Service	$150,000					
687*	Shand's Bus Service	Clay/St. Johns		Clay County	St. Johns County	Capital (Partial Funding)	Bus Service	$150,000					
688*	East Jax Bus Service	Duval		Arlington	Oceanway	Capital (Partial Funding)	Bus Service	$150,000					
689*	North Jax Bus Service	Duval		Edgewood	Oceanway	Capital (Partial Funding)	Bus Service	$150,000					
690*	South Jax Bus Service	Duval		Orange Park	Mandarin	Capital (Partial Funding)	Bus Service	$150,000					
691*	West Jax Bus Service	Duval		Edgewood	Orange Park	Capital (Partial Funding)	Bus Service	$150,000					
692*	Nassau Bus Service	Nassau		Hillard	American Beach	Capital (Partial Funding)	Bus Service	$150,000					

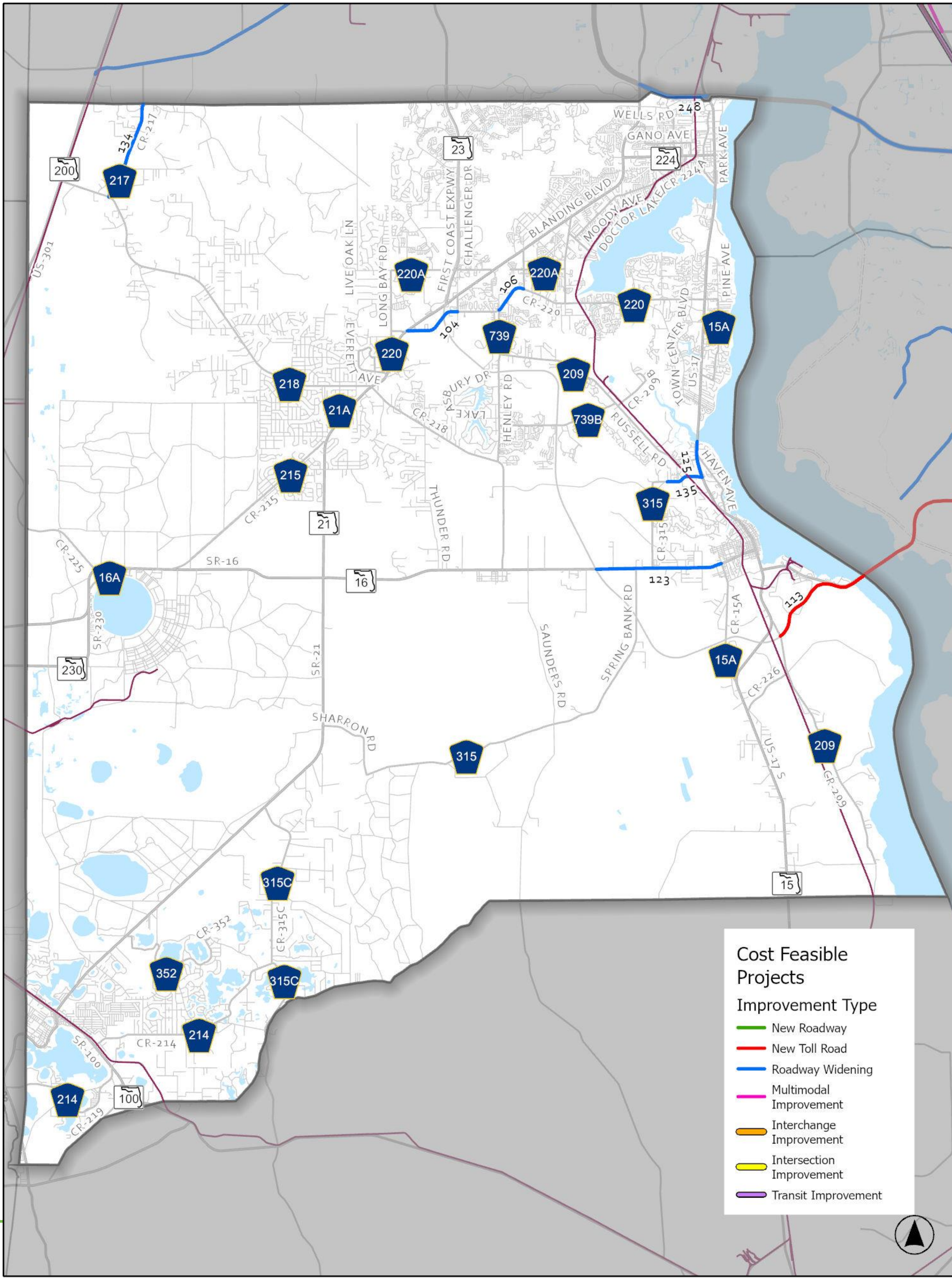
Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
697*	Clay Bus Service	Clay		Area Wide	Area Wide	Capital (Partial Funding)	Bus Service	$150,000					
696*	St. Johns Bus Service	St. Johns		Area Wide	Area Wide	Capital (Partial Funding)	Bus Service	$150,000					
645*	Clay Regional Satellite Facility	Clay		Duval County	Clay County	Planning, Design, Build (Partial Funding)	O&M facility	$1,000,000					
646*	Nassau Regional Satellite Facility	Nassau		Duval County	Nassau County	Planning, Design, Build (Partial Funding)	O&M facility	$1,000,000					
6023*	Blue Line BRT Transit Lanes	Duval		Jacksonville Regional Transportation Center (JRTC)	Avenues Walk	Capital & Construction (Partial Funding)	Implement transit only lanes for existing BRT service	$1,000,000					
6024*	Green Line BRT Transit Lanes	Duval		Jacksonville Regional Transportation Center (JRTC)	Armsdale	Capital & Construction (Partial Funding)	Implement transit only lanes for existing BRT service	$1,000,000					
6025*	Orange BRT Transit Lanes	Duval		Jacksonville Regional Transportation Center (JRTC)	Orange Park	Capital & Construction (Partial Funding)	Implement transit only lanes for existing BRT service	$1,000,000					
6026*	Red Line BRT Transit Lanes	Duval		Jacksonville Regional Transportation Center (JRTC)	Beaches	Capital & Construction (Partial Funding)	Implement transit only lanes for existing BRT service	$1,000,000					
641*	Blue Line BRT TSP	Duval		Jacksonville Regional Transportation Center (JRTC)	Avenues Walk	Capital & Construction (Partial Funding)	Implement transit signal priority for existing BRT service	$120,000					
642*	Green Line BRT TSP	Duval		Jacksonville Regional Transportation Center (JRTC)	Armsdale	Capital & Construction (Partial Funding)	Implement transit signal priority for existing BRT service	$120,000					
643*	Orange Line BRT TSP	Duval		Jacksonville Regional Transportation Center (JRTC)	Orange Park	Capital & Construction (Partial Funding)	Implement transit signal priority for existing BRT service	$120,000					

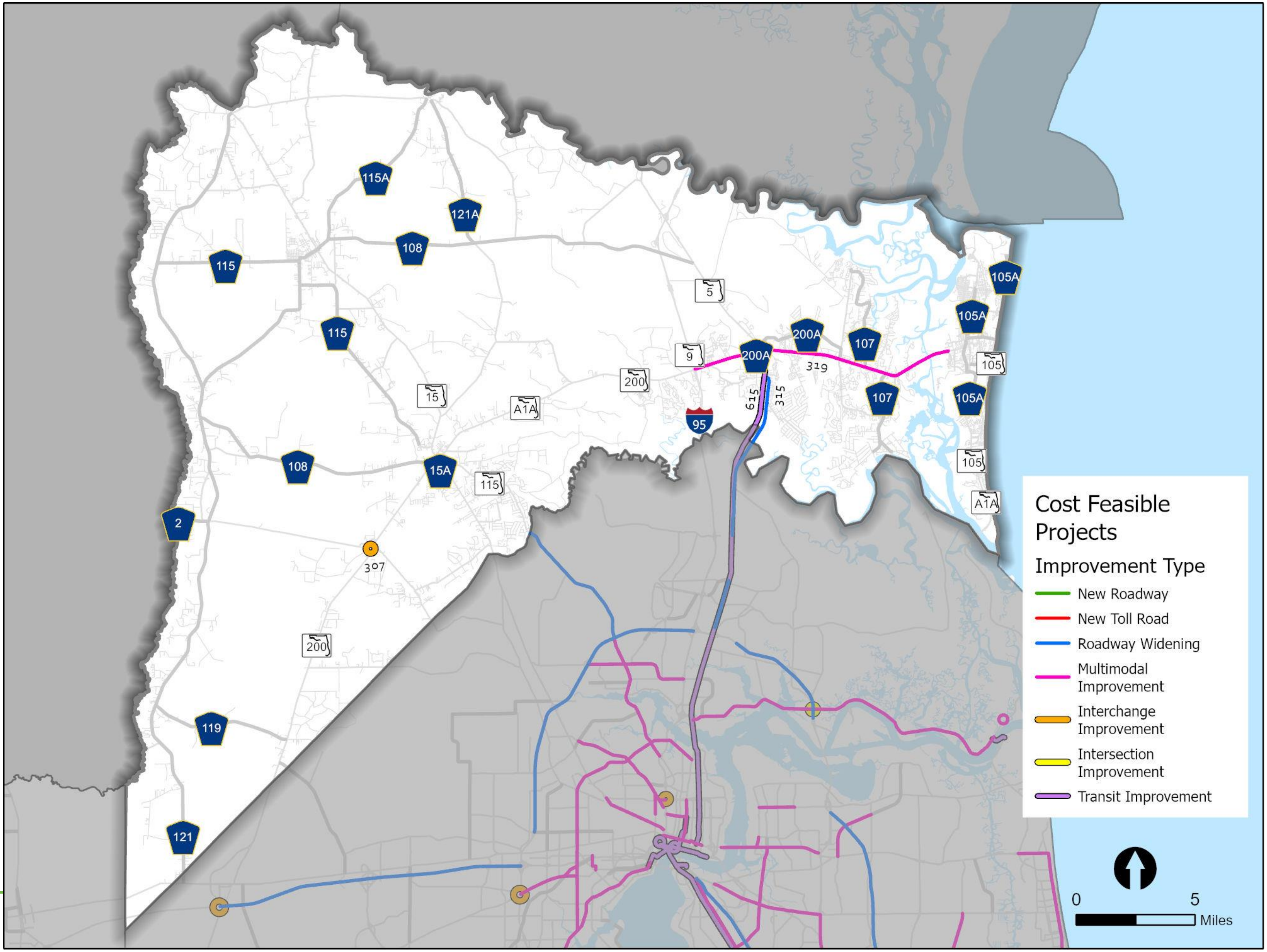
Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
644*	Red Line BRT TSP	Duval		Jacksonville Regional Transportation Center (JRTC)	Beaches	Capital & Construction (Partial Funding)	Implement transit signal priority for existing BRT service	$120,000					
Other Roadway Projects (STBG, TA and non-SIS Funds)													
104, 106	CR 220	Clay		SR 21	Henley Road	ROW	Widen to 4 lanes			$7,643,250			2
						CST				$30,573,000			
123	SR 16	Clay		Green Cove Springs City Limits	First Coast Expressway Interchange	ROW	Widen to 4 lanes		$6,777,320				7
						CST				$39,739,740			
125	US 17	Clay		End of 4-lane south Town Center Boulevard	CR 315	ROW	Widen to 6 lanes		$2,472,800				11
						CST				$11,599,680			
134	CR 217	Clay		Low level bridge at Long Creek	CST	Replace low level bridge			$2,750,000				
1735	Cathedral Oak Parkway (CR 315)	Clay		US 17	Maryland Avenue	ROW	Context sensitive improvements: Safety, Bicycle, Pedestrian and intersection upgrades		$330,000				19
						CST			$2,200,000				
259	SR 228 (Normandy Boulevard)	Duval		Equestrian Center	US 301	ROW	Widen to 4 lanes with bicycle lanes and sidewalks			$20,487,006			1
						CST					$82,583,280		
274	US 17 (Main Street)	Duval	2094119	Airport Center Drive	Pecan Park Road	CST	Widen from 2 lanes to 5 lanes with multiuse path on the east side. *Design and ROW are underway*					$91,257,600	5

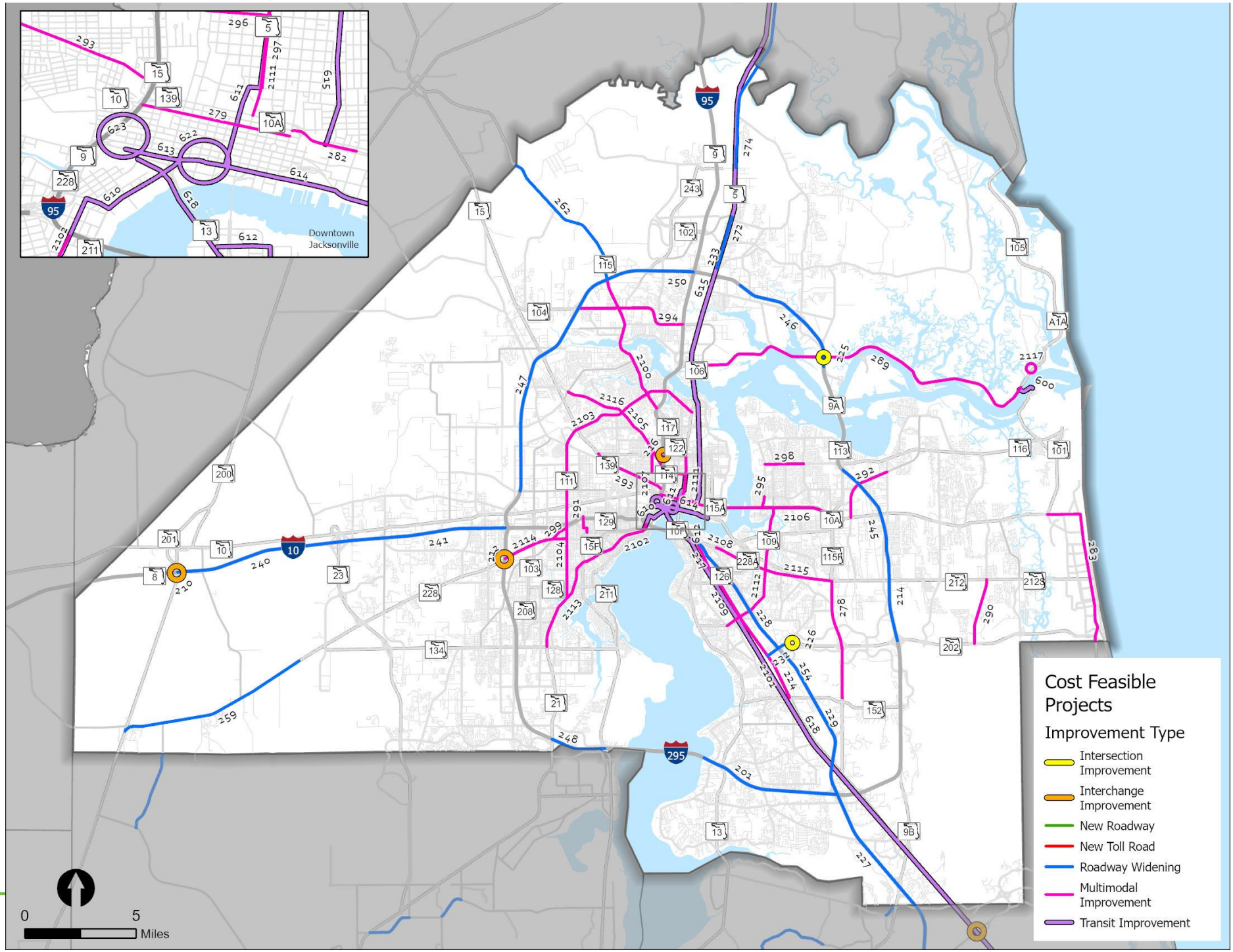
Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
262	SR 115 (Lem Turner Road)	Duval/ Nassau		I-295	US 301	ROW	Widen to 4 lanes with multi-use trail and intersection improvements					$8,311,772	9
						CST						$82,269,580	
277	Moncrief Road	Duval		13th Street	US 1 (Kings Road)	ROW	Context sensitive improvements: Safety, Bicycle, Pedestrian and intersection upgrades		$330,000				12
						CST			$2,200,000				
282	Arlington Expressway	Duval		North Liberty Street	A Philip Randolph Boulevard	CST	Hogans Creek Restoration Project					$13,580,000	13
278	Southside Boulevard	Duval		Old Baymeadows Road	Beach Boulevard	ROW	Major intersection improvements with multi-use trail		$550,000				15
						CST				$4,605,000	$1,200,000		
279	Beaver Street (SR 10)	Duval		I-95	Liberty Street	ROW	Context sensitive improvements: Safety, Bicycle, Pedestrian and intersection upgrades		$ 550,000				18
						CST			$1,650,000				
283	SR A1A (Atlantic Boulevard/Third Street)	Duval		Mayport Road (SR A1A)	St. Johns County Line	ROW	Context sensitive improvements: Safety, Bicycle, Pedestrian and intersection upgrades			$645,000			20
						CST				$3,225,000			
319	SR 200 (SR A1A)	Nassau		I-95	Amelia Island Parkway	ROW	Major intersection improvements		$550,000				3
						CST			$1,650,000				

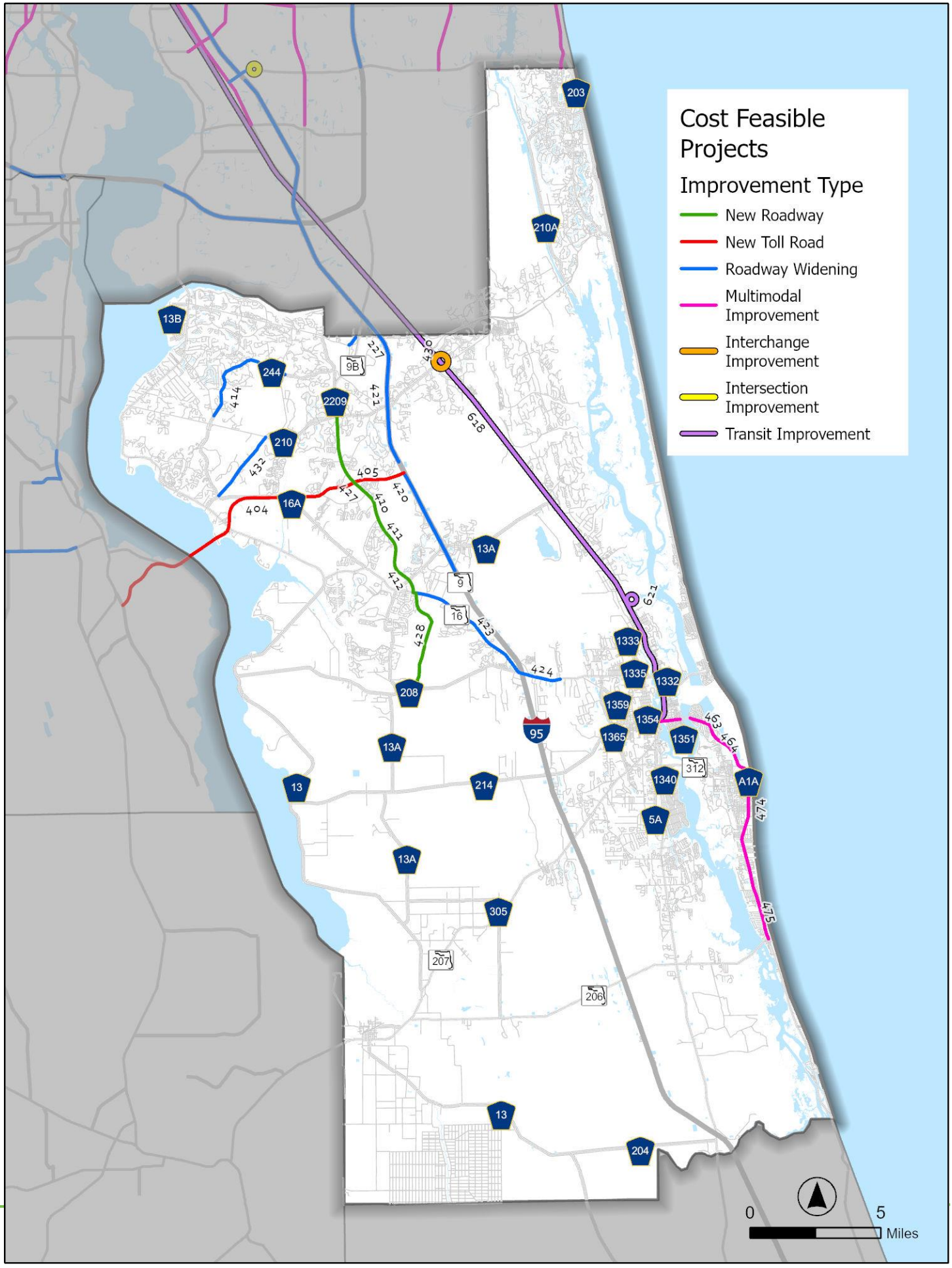
Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
315	US 17 (447364-3)	Nassau		Duval County Line	SR 200	ROW	Widen to 4 lanes with intersection improvements					$7,493,832	8
422 423	SR 16 (210447-5)	St. Johns		International Golf Parkway	Outlet Mall Entrance	ROW	Widen to 4 lanes				$37,000,000		4
						CST						$41,968,400	
427	CR 2209	St. Johns		SR 9B	SR 16	CST	SR 9B to Silverleaf Parkway - Widen to 6 lanes with intersection improvements: Silverleaf Parkway to SR 16 - Design 6 lane and construct 4 lane	$50,000,000					6
444	SR 312 Extension	St. Johns		Holmes Boulevard	King Street	CST	Construct new 2 lane roadway		$1,500,000	$15,800,000			
462	US 1	St. Johns		Pine Island Road	Racetrack Road	ROW	Intersection improvements				$1,560,000		10
						CST					$7,800,000		
453	SR A1A	St. Johns		Mickler Road	Marsh Landing Parkway	ROW	Intersection improvements and multi-use trail		$550,000				14
						CST				$3,225,000			
449	SR A1A	St. Johns		Mickler Road	Sawgrass Drive West	ROW	Widen to 4 lanes with bicycle lanes				$4,190,784		16
						CST						$25,655,120	
Box 1	Bicycle and Pedestrian	Regional		Boxed Funds (CRP Funds)	Average $1.5 M per year		Projects from the Bicycle and Pedestrian Master Plan		$2,400,000	$12,040,000	$12,040,000	$24,070,000	
Box 2	Greenways and Trails	Regional		Boxed Funds	Average $2 M per year		Projects from the Greenways and Trails Master Plan		$2,000,000	$10,000,000	$11,000,000	$20,000,000	
Box 3	ITS/TSM&O/Smart Cities Programs	Regional		Boxed Funds	Average $2 M per year		Projects from the ITS and TSM&O Master Plan, SMART Cities Master Plan		$2,000,000	$8,000,000	$10,000,000	$20,000,000	

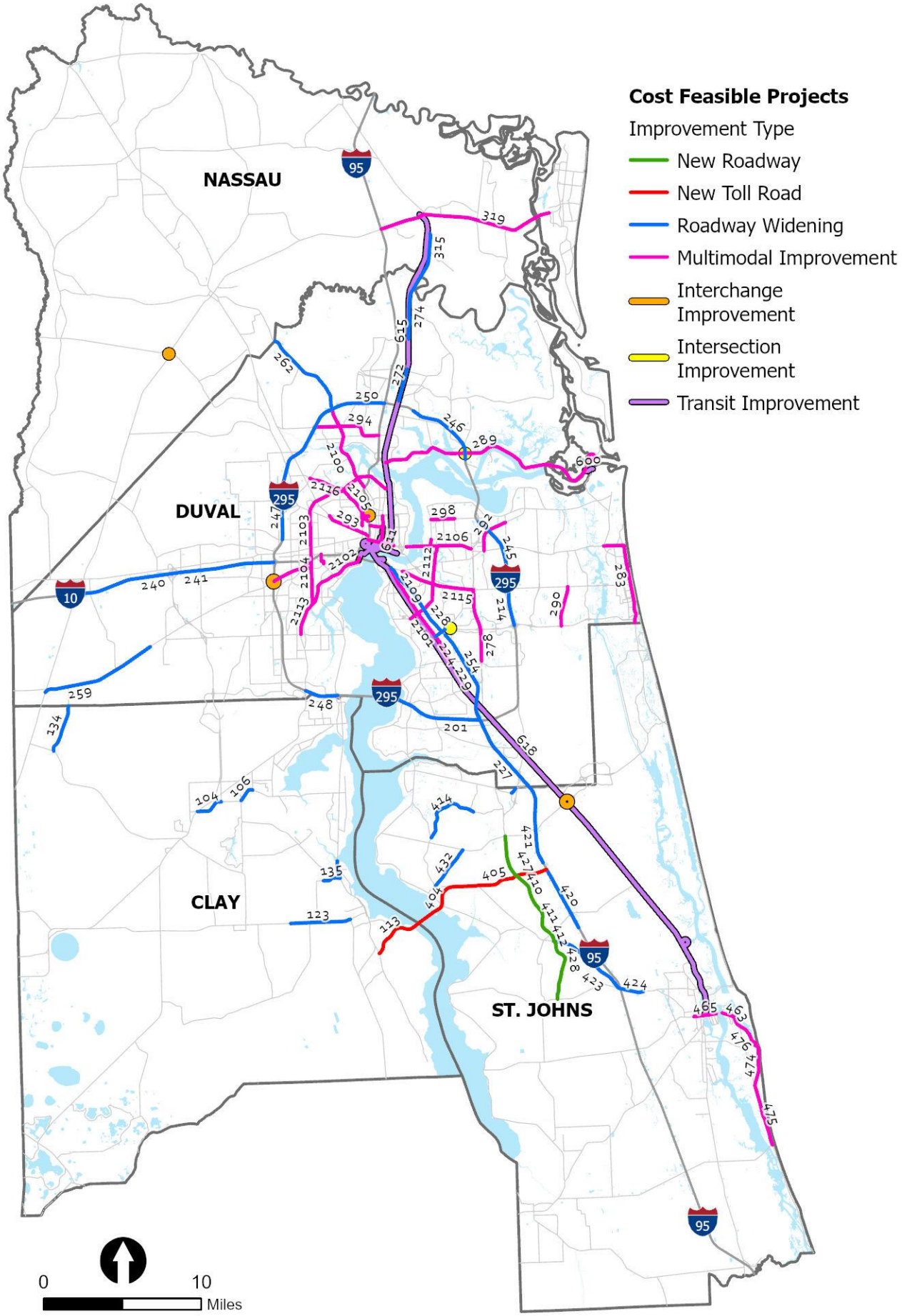
Map ID	Facility	County	ID	From	To	Phases Funded	Improvement	TIP Years 2024-2029	Years 2029-2030	Years 2031-2035	Years 2036-2040	Years 2041-2050	Current TPO Priority
Box 4	Context Sensitive Solutions	Regional		Boxed Funds	Average $1.2 M per year		Projects from the Regional Safety Plan, Bicycle & Pedestrian Master Plan, specific corridor or congestion management plans or any study or plan that has identified an eligible project.		$2,000,000	$8,500,000	$8,500,000	$16,000,000	
Box 5	Freight Enhancement Projects	Regional		Boxed Funds	Average $1 M per year		Projects from the Regional Freight Master Plan		$2,000,000	$5,000,000	$5,000,000	$16,400,000	
Box 6	Resiliency Programs	Regional		Boxed Funds	Average $1 M per year		Projects from the Resiliency Plan		$1,000,000	$5,000,000	$8,000,000	$15,000,000	
								TOTALS	**$657,211,120**	**$473,012,676**	**$629,966,064**	**$1,322,910,304**	
								BUDGET	**$657,221,000**	**$473,430,000**	**$630,802,000**	**$1,323,344,000**	
								REMAINDER	**$9,880**	**$417,324**	**$835,936**	**$433,696**	


Cost Feasible Projects
Improvement Type
New Roadway
New Toll Road
Roadway Widening
Multimodal Improvement
Interchange Improvement
Intersection Improvement
Transit Improvement
217
134
CR-217
200
US-301
220A
220
739
209
15A
218
21A
739B
215
315
16A
21
16
SR-16
123
113
125
135
248
224
23
WELLS RD
GANO AVE
PARK AVE
BLANDING BLVD
MOODY AVE
DOCTOR LAKE/CR-224A
PINE AVE
TOWN CENTER BLVD
US-17
LIVE OAK LN
LONG BAY RD
FIRST COAST EXPWY
CHALLENGER DR
EVERETT AVE
CR-220
104
106
ASBURY DR
LAKE ASBURY DR
HENLEY RD
CR-218
CR-209
RUSSELL RD
HAVEN AVE
THUNDER RD
CR-215
CR-225
SR-230
230
CR-315
SPRING BANK RD
SAUNDERS RD
CR-15A
CR-226
SR-21
SHARRON RD
US-17 S
CR-209
15
315C
CR-315C
CR-352
352
214
CR-214
SR-100
100
CR-219


Cost Feasible Projects
Improvement Type
New Roadway
New Toll Road
Roadway Widening
Multimodal Improvement
Interchange Improvement
Intersection Improvement
Transit Improvement
0
5
Miles
115A
121A
108
115
115
108
15A
2
119
121
200A
200A
107
107
105A
105A
105A
5
9
200
15
A1A
95
115
200
105
105
A1A
319
615
315
307


Downtown Jacksonville
Cost Feasible Projects
Improvement Type
Intersection Improvement
Interchange Improvement
New Roadway
New Toll Road
Roadway Widening
Multimodal Improvement
Transit Improvement
0
5
Miles


Cost Feasible Projects
Improvement Type
New Roadway
New Toll Road
Roadway Widening
Multimodal Improvement
Interchange Improvement
Intersection Improvement
Transit Improvement
203
210A
13B
244
9B
227
414
2209
421
618
210
432
405
427
420
16A
404
430
411
412
13A
9
16
423
428
621
1333
1335
1332
424
208
1359
1354
463
464
95
1365
1351
13A
312
13
214
1340
A1A
5A
474
13A
305
475
207
206
13
204
0
5
Miles


Cost Feasible Projects
Improvement Type
New Roadway
New Toll Road
Roadway Widening
Multimodal Improvement
Interchange Improvement
Intersection Improvement
Transit Improvement
NASSAU
DUVAL
CLAY
ST. JOHNS
95
295
10
0
10
Miles

Appendix D

FDOT LRTP Checklist

FDOT LRTP Review Checklist

	Section A- Federal Requirements	Where and How Addressed
23 CFR Part 450 – Planning Assistance and Standards		
A-1	Does the Long Range Transportation Plan (LRTP) cover a 20-year horizon from the date of adoption? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(a)	Yes. The planning horizon for this plan update is 2050.
A-2	Does the LRTP address the planning factors described in 23 CFR 450.306(b)23? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. Risk and Resiliency Does the LRTP improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation? Travel and Tourism Does the LRTP enhance travel and tourism? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(a)	A) Fiscal Constraint: The 2050 LRTP contains the fiscally constrained Cost Feasible Plan. Each of the projects contains sufficient detail to develop planning level cost estimates for each phase of the project. The revenue estimates provided to the North Florida TPO were for the right-of-way and construction phases. FDOT has indicated for projects that are included in the LRTP for construction they will have sufficient funds for the project development phases (PD&E and Design). B) Full Time Span: The 2050 LRTP looks out 26 years to the year 2050. The North Florida TPO's Transportation Improvement Program (TIP) was used as a resource for the development of the 2050 Cost Feasible Plan. The Projects that are included in the TPO's most recent TIP are included in the first planning period of the 2050 Cost Feasible Plan, as are relevant projects for the local Capital Improvement Plans. C) New Requirements: New Planning Factors – Risk and Resiliency: The 2050 LRTP included an analysis of areas that are at risk from various environmental threats. The projects contained in the Needs Plan were overlayed on the vulnerable areas. Those projects were flagged as ones that will need additional planning and design considerations to mitigate the risk. Additionally, the plan includes a Mobility Program which will provide funding to mitigate existing infrastructure and harden it against risk. Goal #7 addresses risk and resiliency and creating a reliable multimodal transportation system. D) Travel and Tourism: The North Florida TPO has developed a Tourism Mobility Study for the

		region. Projects that were identified in this plan are included in the Needs Plan. This includes light rail connections from Downtown Jacksonville to the Jacksonville International Airport and to St Augustine. E) Proactive Improvements: New Consultation: The development of the LRTP included outreach to all levels of local government departments. This included Emergency Management and Tourism departments. F) Summary of Public Involvement Strategies: The development of the LRTP included extensive outreach to the public. This was accomplished through online surveys, neighborhood meetings, local government meetings and briefings. This is documented in the Public Involvement Technical Report. Impact Analysis/Data Validation: The public outreach efforts employed for this long range plan are documented in the Public Involvement Technical Report. FDOT Revenue Forecast: The FDOT Revenue Forecast documentation provided to the North Florida TPO is included in the Financial Resources Technical Report. Sustainability and Livability in Context: The 2050 LRTP contains projects and programs that provides for all users. This included roadway, transit, bicycle, pedestrian, freight, operational, and safety projects. Goals # 2 and 4 speak to creating a sustainable and livable transportation system. Scenario Planning: The development of scenarios was discussed at length with the LRTP Steering Committee, the TPO staff and the TPO Board. There was no appetite to develop development scenarios that would be inconsistent with the local comprehensive plans. There was also discussion related to exploring alternative funding scenarios. Again, there was not appetite to make taxing assumptions that would increase taxes locally.

	Section A- Federal Requirements	Where and How Addressed
A-3	Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(b)	Yes. The North Florida TPO has developed several plans and programs that address multi-modal transportation systems. The Cost Feasible Plan includes mobility programs that will fund projects from the Bicycle and Pedestrian Master Plan, the Greenways and Trails Master Plan, projects identities in the Congestion Management Plan (CMP), the Freight Master Plan, the Regional System Safety Plan and the SMART Region Plan. Please refer to sections 8 and 11 of this document as well as the Needs Plan and Cost Feasible Plan Technical Reports for additional details.
A-4	Was the requirement to update the LRTP at least every five years met? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(c)	Yes. The 2045 plan was adopted in November of 2019 and the 2050 plan was adopted in November of 2024.
A-5	Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? See 2012 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(d)	No, the MPO is in an attainment area Although we are not required, we have still developed a Congestion Management process with the goal of enhancing mobility options which can reduce greenhouse gas emissions.
A-6	Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(e)	Yes. The North Florida TPO worked in partnership with the local governments to develop estimates for population, land use and economic activity. The North Florida TPO updated the Northeast Florida Regional Planning Model (travel demand model) which was used to estimated congestion in 2040 and 2050. Please refer to Section 8 of this report and the Technical Reports on the Model Development and the Needs Plan for additional details.

	Section A- Federal Requirements	Where and How Addressed
A-7	Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(f)(1)	Yes. The North Florida TPO updated the Northeast Florida Regional Planning Model (travel demand model) which was used to estimated congestion in 2040 and 2050. Please refer to Section 8 of this report and the Technical Reports on the Model Development and the Needs Plan for additional details.
A-8	Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan? 23 CFR 450.324(f)(2)	Yes. The Needs Plan includes the Existing plus Committed projects which are projects that are funded by the Florida Department of Transportation, the Jacksonville Transportation Authority (JTA) and the local governments. These projects include roadway and transit improvements that are funded in the Five-year Work Program and the Capital Improvement Programs. The proposed projects included in the Needs and Cost Feasible Plans are projects that have both a regional and local function. They also include projects on the national Interstate system. Please see the sections 8 and 11 of this report and the Technical Reports on the Needs Plan and the Cost Feasible Plan for additional detail.
A-9	Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d)? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(f)(3)	Yes. Please see sections 3 and 6 of this report and the Goals, Objectives and Performance Measures Technical Report for additional details.

	Section A- Federal Requirements	Where and How Addressed
A-10	Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(f)(4)(i)	Yes. Concurrent with the LRTP development, the TPO updated the System Performance Report for the TPO area. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports. Please see section 3 of this report and the System Performance Report for additional details.

	Section A- Federal Requirements	Where and How Addressed
A-11	Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 USC Chapter 53 by providers of public transportation, required as part of a performance-based program including: (i) The State asset management plan for the NHS, as defined in 23 USC 119(e) and the Transit Asset Management Plan, as discussed in 49 USC 5326; (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 USC 148; (iii) The Public Transportation Agency Safety Plan, as specified in 49 USC 5329(d)49; (iv) Other safety and security planning and review processes, plans, and programs, as appropriate; (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 USC 149(l), as applicable; (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118); (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and (viii) Other State transportation plans and transportation processes required as part of a performance-based program. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.306 (d)(4)	Yes. Please see section 6 of this report and the Goals and Objectives and performance measures technical report for additional detail. Additional information and data are also available in the TPO's System Performance Plan, Congestion Management Plan and Regional Systems Safety Plan. All of these documents are available on the TPO's website.

	Section A- Federal Requirements	Where and How Addressed
A-12	Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(f)(5)	Yes. The Cost Feasible Plan includes a mobility program to fund projects from the SMART North Florida Plan which include operational and management projects and programs geared towards relieving congestion and increasing safety and mobility for all users. Please see section 11 of this document and the Cost Feasible Plan Technical Report for additional details.
A-13	Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(f)(6)	Yes. The Cost Feasible Plan includes funding for several mobility programs that will be implementing projects and programs that will address congestion and delay. The North Florida TPO maintains a Congestion Management Plan which was updated in 2024 concurrent with the 2050 LRTP Update. The CMP is available on the TPO's website. Projects and programs identified in this plan will also receive funding through the Cost Feasible Plan through a variety of Mobility Programs. Please see section 11 of this document and the Cost Feasible Plan Technical Report for additional details.
A-14	Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters? 23 CFR 450.324(f)(7)	Yes. The Florida Department of Transportation provided revenue forecasts for the 2050 LRTP. The FDOT has made the preservation of the existing system a high priority and as such the revenue estimates provided to the TPO included O&M and capacity estimates. The capacity revenues for the TPO's LRTP were programmed to projects of regional significance. The LRTP's resiliency analysis identified areas of risk. Any project or program identified in these areas will be planned and designed in such a manner that these risks will be minimized or eliminated. Please see sections 10 and 11 of this document and the Financial Resources, Cost Feasible Plan and Resiliency Technical Reports for additional details.

	Section A- Federal Requirements	Where and How Addressed
A-15	Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 USC 101(a), and associated transit improvements, as described in 49 USC 5302(a)49? 23 CFR 450.324(f)(8)	Yes. Regional transit projects are identified in the Needs Plan and are funded in the Cost Feasible Plan. This included BRT and Commuter Rail projects that serve all parts of the region. In the case of commuter rail the service area parallel to major commuting corridors such as I-95. The Cost Feasible Plan includes mobility programs that will increase access to transit through the expansion of bicycle and pedestrian projects as well as complete street projects. Many of these programs will focus on underserved areas thought out the region. Please see section 8 and 11 of this document and the Needs Plan and Cost Feasible Plan Technical Reports for additional details. Additionally, Intercity bus service (Greyhound, Red Bus and Mega Bus) connect with local bus service (fixed route, bus rapid transit, the Skyway and future commuter rail service), at the Jacksonville Regional Transportation Center.
A-16	Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(f)(9)	Yes. Please see section 8 and 11 and Appendix A and C as well as the Cost Feasible Plan Technical Report for additional detail. Please note the cost estimates were developed using general costs based on the Florida Department of Transportation costs unless specific project costs were available. The general costs per mile were reviewed by the FDOT and the local governments.
A-17	Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(f)(10)	Yes, Please see section 9 of this report and the Environmental Mitigation Technical Report documentation on the mitigation strategies.

	Section A- Federal Requirements	Where and How Addressed
A-18	Does the LRTP include a financial plan that demonstrates how the adopted LRTP can be implemented? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(f)(11)	Yes. Based on the transportation revenues provided by the FDOT, the Cost Feasible Plan was developed in a manner consistent with the funding expected to be available in each planning year band. The funding for each band or period was not exceeded. Please see the section 11 and Appendix C in this report and the Cost Feasible Plan Technical Report for additional details.
A-19	Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation? 23 CFR 450.324(f)(11)(i)	Yes. Cost estimates were developed for each roadway and transit project. The costs were reviewed by the FDOT, the area transit providers and the local governments. Please see section 11 and Appendix C of this report and the Cost Feasible Plan technical report for additional details.
A-20	Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support LRTP implementation, as required under 23 CFR 450.314(a) Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(f)(11)(ii)	Yes. The Florida Department of Transportation developed revenue estimates for each MPO including the North Florida TPO. The local transportation agencies also provided revenue estimates. Please see the section 11 of this report and the Financial Recourses Technical Report for additional details.
A-21	Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the LRTP, and, in the case of new funding sources, identify strategies for ensuring their availability? 23 CFR 450.324(f)(11)(iii)	The Financial Resources for the 2050 LRTP are shown in section 10 of this report and in the Financial Resources technical report. It includes an analysis of potential fuel and transportation taxes. This was considered for analysis purposes only. No new funds were assumed to be available for the 2050 LRTP.
A-22	Does the LRTP's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)? 23 CFR 450.324(f)(11)(iv)	Yes. Working with the Florida Department of Transportation inflation factors were developed for use in estimating the year of expenditure costs. Please see Section 10 and Table 10-2 in this report and the Financial Resources technical report and the Cost Feasible technical report for additional details. In the cost feasible project list tables, the dollars are adjusted with a different inflation factor for each period, as defined in FDOT's 2050 Forecast Handbook.

	Section A- Federal Requirements	Where and How Addressed
A-23	Does the financial plan address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCM) in the applicable State Implementation Plan (SIP)? 23 CFR 450.324(f)(11)(vi)	Yes. The 2050 LRTP does include projects and programs that will work to reduce emissions from transportation sources. These will also aim to reduce VMT, reduce traffic congestion, and lower emissions of pollutants. The LRTP includes the following TCMs: Improved public transit, bicycle and pedestrian infrastructure, traffic flow improvements and congestion management strategies. The North Florida TPO also has an alternative fuels program referred to as North Florida Clean Fuels and a Rideshare program.
A-24	Does the LRTP include pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g)? 23 CFR 450.324(f)(12)	Yes. The North Florida TPO working with the Florida Department of Transportation and their planning partners ensures that every new facility includes appropriate bicycle and pedestrian facilities. Additionally, the 2050 LRTP includes funding for projects identified in the Regional Multi-Use Trail Master Plan, the Bicycle and Pedestrian Master Plan, and the various bicycle and pedestrian area studies the TPO has completed. These studies and plans are available on the TPO's website. In addition to the funding set aside for bicycle and pedestrian projects in the Cost Feasible Plan, the TPO generally applies the Transportation Alternative Program (TAP) funding to multi-use trails and school safety walk projects. Please see sections 8 and 11 of this document, as well as the studies referenced above for additional details.
A-25	Does the LRTP integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(h)	Yes. The LRTP includes safety and security goals and objectives and is consistent with partner agency's safety plans. The TPO's Regional Safety Plan was adopted in 2023 concurrent with the 2050 update. The Goals, Objectives contain safety related goals, the 2050 cost feasible plan includes safety related projects as well. Please see section 4 of this report and Cost Feasible Plan Technical Report for additional details.
A-26	Does the LRTP identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the LRTP? 23 CFR 450.324(g)(1)	Yes. The 2050 LRTP uses information from the Northeast Florida Regional Planning Model (NERPM) to forecast travel demand in 2040 and 2050. This data was used to develop the plans and programs included in the 2050 Needs Plan. Please see section 8 of this report and the Model Development and the Needs Plan technical reports for additional details.

	Section A- Federal Requirements	Where and How Addressed
A-27	Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the LRTP using the MPO's adopted Public Participation Plan (PPP) developed under 23 CFR 450.316(a)? 23 CFR 450.324(j)	Yes. The North Florida TPO afforded everyone an opportunity to comment on the development of the plan. A Public Involvement Plan was developed to guide the efforts. Efforts included a transportation surveys, project website, community meetings, a radio interview, and meetings with community leaders. The North Florida TPO also established a steering committee to assist in the development of the plan. The Public Involvement Plan for the LRTP is available on the PathForward 2050 website. A summary of the public involvement activities can be found in section 7 of this report and in the Public Involvement Technical Report. Feedback and information gathered from these outreach activities was used to shape the development of the 2050 LRTP. This data assisted TPO Planners in making informed decisions about future transportation projects, policies, and investments, with the goal of improving the mobility, safety, security, resiliency, and sustainability of the North Florida TPO's transportation network.
A-28	Did the MPO publish or otherwise make readily available the LRTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.324(k), 23 CFR 450.316(a)(1)(iv)	Yes. Materials were placed on the project website for public review. Local government partners also provided links to the LRTP materials on their websites. Please see section 7 of this report and the Public Involvement Technical Report for additional details. A standalone, project specific website was produced containing 2050 LRTP publications, outreach results, etc. The goal of the website has been, and continues to be, the main repository keeping the public informed, involved, and to gather their input throughout the entire 2050 LRTP development process. In addition, the website houses the final products and will include any future 2050 LRTP amendments. The website includes an interactive GIS-based application that facilitated the input of over 200 transportation proposals and ideas for improving the region's transportation system, as well as providing comments on potential needs for the 2050 LRTP's projects. This was accomplished by participants dropping a point to mark a location on the map and filling out pertinent information to document the idea.

	Section A- Federal Requirements	Where and How Addressed
A-29	Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.316(a)(1)(i)	Yes. Public notice for all meetings, workshops and public hearings was done in accordance with state and federal regulations. All meetings were advertised on the TPO's website. The public was afforded opportunities to comment on all elements of the plan prior to the TPO Board taking action. Please see section 7 of this report and the Public Involvement technical report for additional details. There was a 14-day public notice posted in preparation for the board adoption of the LRTP.
A-30	In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.316(a)(1)(vii)	Yes. Efforts were taken to reach out to the traditionally underserved communities throughout the region to ensure their voices were heard. The LRTP team attended community meetings that were located in underserved communities to promote the plan update and to provide participants the opportunity to complete the transportation surveys. The LRTP team also meet with community leaders and community groups that provide services to the underserved and had conversations as to the type of mobility projects and programs that would provide benefits to those communities. Please see section 7 of this report and the Public Involvement Technical Report for additional details.
A-31	Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.316(a)(1)(vi) & 23 CFR 450.316(a)(2)	Yes. The North Florida TPO solicited comments at each meeting, gathering, briefing, etc. Where appropriate the TPO responded answering the questions or providing the desired information. All of the written comments and electronic comments received have been preserved. None of the comments received would be considered significant meaning to individual or group expressed significant concern over a proposed project or program. The majority of the feedback was in general support of projects and programs. This feedback and input assisted the TPO and the LRTP team in the development of the Needs Plan and the Cost Feasible Plan. There was significant support for safety projects and programs as well as for commuter rail projects. These programs and projects were included in the Cost Feasible Plan. Please see the section 7 of this report and the Public Involvement Technical Report for additional details.

	Section A- Federal Requirements	Where and How Addressed
A-32	Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.316(a)(1)(viii)	NA. The final plan did not differ significantly from the version that was presented to the TPO Board and Committees as a draft the month prior to the adoption of the 2050 Plan. A standalone, American with Disabilities Act (ADA) compliant website was produced containing 2050 LRTP publications, outreach results, etc. The goal of the website has been, and continues to be, the main repository keeping the public informed, involved, and to gather their input throughout the entire 2050 LRTP development process. In addition, the website houses the draft and final products and any future 2050 LRTP amendments.
A-33	Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities in the development of the LRTP? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 CFR 450.316(b)	Yes. The North Florida TPO coordinates continuously with partner agencies and officials. The LRTP team met with and coordinated with these agencies and partners which included planning staff and local officials from each county, throughout the LRTP process. This was accomplished through one-on-one meetings, steering committee and advisory committee meetings. Including meetings with JAXPORT, Jacksonville Aviation Authority (JAA), Jacksonville Transportation Authority (JTA), the Northeast Florida Regional Airport and the US Navy.
A-34	If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the LRTP? 23 CFR 450.316(c)	NA. The planning area does not include any tribal lands.
A-35	If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the LRTP? 23 CFR 450.316(d)	There are a number of national parks and preserve lands in the planning area. Representatives from the Florida Department of Environmental Protection and the National Park Service participate on the Technical Coordinating Committee and were invited to participate on the LRTP Steering Committee.
A-36	In U.S. Census designated urban areas of more than 50,000 people that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries? 23 CFR 450.314(e)	The development of the 2050 LRTP requires consistency with Federal, State, regional, and local plans. Coordination with transportation partner plans and programs provide for the development of integrated management and operation of transportation systems and facilities, which informs the 2050 LRTP Goals and Objectives. The North Florida TPO serves the Jacksonville, Fernandina-Yulee, and St. Augustine urbanized areas. There are no other MPOs serving the urbanized areas.

	Section A- Federal Requirements	Where and How Addressed
A-37	Did the MPO consider projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns) in the development of the LRTP?	The 2050 LRTP process included an analysis of affordable housing and likely locations of workforce and affordable housing developments. This was aimed at understanding the impact of various transportation projects on different demographic and socioeconomic groups. This analysis ensures that transportation improvements are distributed equitably across the region, with a particular focus on underserved or disadvantaged communities. This included analysis on affordable housing in proximity to transit. Please see section 9.3 of this document and the Affordable Housing Technical Memorandum for additional details.

Section B- State Requirements		Where and How Addressed
Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175		
B-1	Are the prevailing principles in s. 334.046(1), FS– preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP? s.339.175(1), (5), and (7), FS	Yes. The LRTP's Goals and Objectives address each principle. The revenue forecasts provided by the Department of Transportation had funds for preserving the system taken off the top. The Needs Plan and the Cost Feasible Plan include projects and programs that provide mobility choices and strengthen the economic competitiveness of the region. Please refer to sections 6, 10 and 11 of this report and the Goals and Objectives Technical Report for additional details.
B-2	Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities? s.339.175(1) and (7)(a), FS	Yes. The Florida Department of Transportation funds the SIS at the state level. The North Florida TPO does not have a direct voice in the projects funded. The 2050 LRTP does include all of the SIS projects included in the SIS Needs and Cost Feasible plans developed by the FDOT. The Mobility Programs included in the Cost Feasible Plan support the Transportation Regional Incentive Program (TRIP) and regionally significant facilities identified for the program. The North Florida TPO reviews and updates its TRIP program on an annual basis. Please refer section 8 and 11 of this report and the Needs Plan Development and Cost Feasible Plan Development Technical Reports for additional details.
B-3	Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area? s.339.175(5) and (7), FS	Yes. The local comprehensive plans were reviewed as the goals and objectives were drafted for the 2050 LRTP. Additionally, the partner local governments were asked to review the goals and objectives for consistency with their comprehensive plans. No inconsistencies were noted. Please refer to section 6 of this report and the Goals and Objectives Technical Report for additional details.
B-4	Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP? s.339.175(1) and (7) FS	Yes, the MPO has actively incorporated strategies that integrate transportation and land use planning into the LRTP to promote sustainable development and help reduce greenhouse gas emissions. By aligning land use and transportation goals, the LRTP prioritizes creating walkable, transit-friendly communities, expanding active transportation options, and optimizing public transit access to reduce reliance on single-occupancy vehicles. These strategies are designed to improve air quality, decrease emissions, and support long-term resilience, ensuring that the region's growth supports both environmental sustainability and quality of life improvements.

	Section B- State Requirements	Where and How Addressed
B-5	Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP? s.339.175(7)(a), FS	Yes. The goals included in the FTP directly influenced the goals and objectives the TPO included in the 2050 LRTP. Each of the FTP goals are addressed in the 2050 LRTP's goals. Please see section 6 of this report and the Goals and Objectives Technical Report for additional details.
B-6	Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods? s.339.175(7)(c), FS	Yes. Funding for measures necessary for the preservation of the system are taken off the top of the revenues provided to the North Florida TPO for use in developing the LRTP. Funding levels necessary for operation and maintenance of the existing system are identified by the Florida Department of Transportation. Those funds are excluded from the estimates used to fund the programs and projects included in the LRTP. The North Florida TPO recognizes that there are insufficient funds to meet all the mobility needs through the year 2050. As such it is imperative that the existing transportation network function as efficiently as possible. To that end, the 2050 LRTP includes mobility programs that provide funding for operational projects and programs geared towards relieving vehicular congestion and maximizing the existing system.
B-7	Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising? s.339.175(7)(d), FS	The plan includes bicycle and pedestrian projects and programs in both the Needs and Cost Feasible elements. The TPO has developed a Greenways and Trails master plan, bicycle and pedestrian master plan and safety plan that all identify enhancement projects. These documents are available on the TPO's website. The TPO works with local governments to advance TAP projects from the plan into the FDOT Five Year Work Program through the Annual List of Priority Projects. The North Florida TPO and its partner agencies work together during the planning and design phases of projects to ensure proper mitigation and environmental impacts are addressed. The plan does not address outdoor advertising or landscaping directly.
B-8	Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present? s.339.175(13) FS	Yes, the LRTP was approved on November 06, 2024, at the TPO Governing Board Meeting.

	Section C- Proactive Recommendations	Where and How Addressed
C-1	Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation? 23 CFR 450.306(b)(9)	Yes. The North Florida TPO has developed a regional Resiliency Plan. This plan has identified the areas at risk for sea-level rise, flooding, etc. Any project located within one of these areas will be designed in such a way as to mitigate the associated risk. Additionally, the Cost Feasible Plan includes a mobility program that funds the Resiliency Program that will continue to review projects and identify mitigate or design changes to improve the resilience of the transportation system. This report is available on the PathForward 2050 project website. Please see section 5 of this report and the Resiliency Technical Memorandum for additional details.
C-2	Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?	Yes. The North Florida TPO has developed a regional Resiliency Plan. This plan has identified the areas at risk for sea-level rise, flooding, etc. Any project located within one of these areas will be designed in such a way as to mitigate the associated risk. Additionally, the Cost Feasible Plan includes a mobility program that funds the Resiliency Program that will continue to review projects and identify mitigate or design changes to improve the resilience of the transportation system. This report is available on the PathForward 2050 project website. Please see section 5 of this report and the Resiliency Technical Memorandum for additional details.
C-3	Does the LRTP consider the transportation system's accessibility, mobility, and availability to better serve an aging population?	Yes. The plan includes projects and programs that will increase people's mobility choices. Additional transit and pedestrian projects are included in the cost feasible plan and programs to increase safety for all users are also included. The plan also recognizes that Mobility as a Service will be more prevalent in the future and will likely provide expanded mobility options for every age group. Please see sections 8 and 11 and the Cost Feasible Plan Technical Report for additional details.
C-4	Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?	Yes. There are improvements in the Needs and Cost Feasible Plans that improve inter-regional connectivity via the interstate and arterial systems. The plan includes inter-regional transit service in the form of commuter rail and BRT. Please see section 8 and 11 of this document and the Needs and Cost Feasible Plan technical reports for additional details.
C-5	Did the MPO consider the short- and long-term effects of population growth and or shifts on the transportation network in the development of the LRTP?	Yes. Northeast Florida is growing and the North Florida TPO worked with local governments, population forecasts for 2040 and 2050 were developed and an analysis was done to identify the travel demand associated with each period. Please see sections 8 and 11 of this document and the Needs and Cost Feasible Plan Technical Reports for additional details.

2050 PATH FORWARD

Leading the Way for Transportation Innovation

NORTH FLORIDA TPO